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Scott M. Williams
1888

[PRIVATE.]

RECIPROCITY TREATY

AS TO

THE FISHERIES, TRADE WITH BRITISH NORTH AMERICAN COLONIES, &c.

COALS.

Proposition for reciprocal arrangement to admit United States coals into the five British North American Provinces; and the coals of the Provinces into the United States; free of duty.

It is not surprising that a proposition to admit *any* foreign coals into this country, free of duty, should receive opposition from the *home coal* interests. It may also be expected that such opposition will be aided by some other interests which condemn the principles of free and unrestricted trade and commerce, and uphold the doctrine of *protection*, by a high tariff of duties, on such imports as may compete with our home industry.

It is freely conceded, that if the policy of *protection* by such means, can be constitutionally and rightfully maintained, there are no articles that have stronger claims to its enforcement, in this behalf, than the articles of COAL and IRON. They are both articles of prime necessity, and there are no convenient and sufficient substitutes for them available to the whole country. Every section of the confederacy teems with these important elements of national independence, prosperity, and wealth. Our mountains, plains, and valleys are filled with them, in all their different varieties. *Capital*, and *labor*, and enterprise are however needed for their development. It will not be disputed, in this paper, that if the money, industry, and energy of our own people can be stimulated to engage in the work of development by legitimate means, *not prejudicial to other industrial interests*, those means should be adopted. That other interests should be sacrificed to uphold those of *coal* and *iron*; and that the latter, important as they are admitted to be, ought to control every, or any other branch of home industry, of any section of the Union, it is presumed, will not be contended by the most zealous; certainly not by the most prudent and sagacious advocates of these two great mineral products.

The following memoranda show the duties that heretofore have been

imposed on foreign coals imported into the United States, from the organization of the federal government up to this time:

DUTIES ON IMPORTED COALS.

By tariff of July 4, 1789, (went into force August 1, 1789,) per bushel	2 cents.
Do....Aug. 10, 1790.....do.....Dec. 31, 1790, ....do....	3...do.
Do....May 2, 1792.....do.....June 30, 1792, ....do....	4½..do.
Do....June 7, 1794.....do.....June 30, 1794, ....do....	5...do.
Do....Jan. 29, 1795.....do.....March 31, 1795, ....do....	5...do.
Do....Mar. 3, 1797.....do.....June 30, 1797, ....do....	5...do.
Do....May 13, 1800.....do.....June 30, 1800, ....do....	5...do.
Do....Mar. 27, 1804.....do.....June 30, 1804, ....do....	5...do.
Do....July 1, 1812.....do.....July 12, 1812, ....do....	10 cents—war duties.
Do....Apl. 27, 1816.....do.....June 30, 1816, ....do....	5 cents.
Do....May 22, 1824.....do.....June 30, 1824, ....do....	6...do.
Do....May 19, 1828.....do.....Sept. 1, 1828, ....do....	6...do.
Do....July 14, 1833.....do.....March 3, 1833, ....do....	6...do.

The compromise act of March 2, 1833, chap. 55, vol. 3, Statutes of United States. p. 629, graduated the reduction of this duty by a prescribed scale.

Do....Aug. 30, 1852.....do.....Aug. 30, 1842, per ton, \$1 75;
being about 69.28 per cent. *ad valorem*, and the same act imposed a duty on coke, or culm of coal, of 5 cents per bushel, equal to about 161.94 per cent. *ad valorem*.

By the tariff act of July 30, 1846, which went in force December 1, 1846, and is now in force, the duty on coals, coke, and culm is, 30 per cent. *ad valorem*.

The tariff bill reported by the Committee of Ways and Means of the House of Representatives, at this session, proposes a duty on imported coals, and on coke or culm, of 20 per cent. *ad valorem*. Mr. Secretary Guthrie, in the finance report of this session, recommends coals, and coke or culm, to be charged 25 per cent. *ad valorem*.

The British provinces of Nova Scotia and New Brunswick ask, that in the convention for the settlement of the fishery dispute, and regulating the trade between the five British North American Provinces and the United States, it may be stipulated that provincial coals be admitted into the United States, and United States coals into the Provinces, free of duty.

Neither Canada, Prince Edward's Island, nor Newfoundland, have any coal mines now worked, or that can be worked for many years, and the coal mines of New Brunswick are mostly in the interior, and are not deemed of very great importance at the present time. Excepting for a species of *asphaltum*, the New Brunswick mines have not been much worked of late years, and never profitably, and no coals of consequence have been exported from that province. Last year, it is believed, no coals or *asphaltum* were sent to the United States from New Brunswick, whilst considerable quantities of *anthracite* coal were sent thither from the United States.

Statement A, (placed for convenience in an appendix,) and the tables it contains, exhibit the extent and value of the coal mines in all the five provinces, their area, annual product heretofore and now, cost of coals at the mines, kinds and qualities of coals, &c., also sundry *British* and *Colonial* accounts of the exports from, and imports into the colonies, of coals, for different past years, distinguishing their coal trade with the United States.

1855
(12)

From the statement and accounts referred to, it will be quite apparent, that the only provincial coals imported into the United States, the importation whereof can be increased, or that will be encouraged by the proposed reciprocal arrangement, are the coals of the province of Nova Scotia, usually called the "*Pictou*," or "*Sidney*," coals.

The following tables, (B, C, D, E, and F.) have been compiled from the officially published annual reports of the "Commerce and Navigation of the United States", by the Treasury Department, and in connexion with the British and Colonial accounts contained in statement A, exhibit fully the trade of the United States, in *foreign* and *domestic* coals, with other countries.

B.

Statement of the quantity and value of coals imported, and foreign coals exported, from 1821 to 1853.

Years.	Coals imported.					Foreign coals exported.		
	Quantity.	Average cost per bushel.	Value.	Rate of duty per bushel.	Duties.	Quantity.	Average cost.	Value.
	<i>Bushels.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Bushels.</i>	<i>Cents.</i>	<i>Dollars.</i>
1821.....	627,737	14.55	91,353	5	31,356	8,318	29.45	2,450
1822.....	970,828	14.39	139,780	5	48,541	4,167	25.87	1,078
1823.....	854,983	13.05	111,639	5	42,749	2,846	38.83	1,105
1824.....	764,815	14.58	111,545		30,178	2,414	36.30	874
1825.....	722,255	15.02	108,327		43,385	4,140	31.04	1,285
1826.....	970,021	15.01	145,563		58,901	1,080	27.77	300
1827.....	1,127,388	12.65	143,677		67,643	180	36.66	66
1828.....	906,200	11.51	104,292		54,372	1,743	39.13	682
1829.....	1,272,970	11.47	145,992	6	76,378	4,758	44.01	2,094
1830.....	1,640,295	13.48	204,773		98,417	12,480	23.49	2,932
1831.....	1,622,245	10.58	169,250		61,324	4,339	23.05	998
1832.....	2,043,389	10.03	211,017		122,603			
1833.....	2,588,102	10.11	261,575		155,286	8,784	19.53	1,716
1834.....	*2,005,522	9.98	200,277	5.60	112,303	15,325	20.36	3,120
1835.....	*1,679,119	8.54	143,461	5.57	93,541	7,092	20.78	1,474
1836.....	*3,036,083	8.07	244,995	5.12	155,521	16,450	32.63	5,367
1837.....	*4,268,598	8.48	362,079	5.14	219,375	5,570	32.05	1,785
1838.....	*3,614,320	8.53	308,591	4.71	170,316	75,371	27.27	20,554
1839.....	*5,083,424	8.18	415,761	4.69	238,449	186,326	26.10	48,640
1840.....	*4,560,287	8.49	387,238	4.28	195,149	152,987	25.12	38,437
1841.....	*4,351,033	8.48	369,352	4.28	186,185	474,229	16.25	76,040
1842.....	*3,962,610	9.61	380,635	4.30	170,492	392,754	13.68	53,716
	<i>Tons.</i>	<i>Per ton.</i>	<i>Dollars.</i>	<i>Per ton.</i>	<i>Dollars.</i>	<i>Tons.</i>	<i>Per ton.</i>	<i>Dollars.</i>
1843.....	41,163	\$2 83	116,312	\$1 75	72,035	8,557	\$4 02	34,414
1844.....	87,078	2 72	236,963		152,377	10,590	3 14	33,282
1845.....	85,776	2 61	223,919		150,108	11,364	3 16	35,957
1846.....	156,853	2 41	378,597		274,492	11,625	3 60	41,906
1847.....	148,021	2 35	370,985	30 per ct.	178,230	12,962	3 09	40,110
1848.....	196,251	2 51	461,140		138,342	12,298	2 77	34,143
1849.....	198,213	2 06	409,282		122,784	10,118	2 67	27,028
1850.....	180,439	2 10	378,617		113,645	6,480	2 62	16,962
1851.....	214,774	2 23	479,785		143,935	344	4 91	1,690
1852.....	183,015	2 22	406,841		122,052	350	3 39	1,189
1853.....	231,508	2 12	490,010		147,003	499	3 04	1,519

* Under the compromise act of March 2, 1833, chapter 55, 4th volume United States Statutes, page 629.

From 1821 to 1842, inclusive, the quantity imported and exported is stated in bushels. From 1843 to 1853 the quantity is given in tons.

The colonial currency is \$4 00 to the pound, the pound Sterling is reckoned at \$4 84. A New Castle chaldron of coal is 53 cwt, or about 72 bushels. A Nova Scotia chaldron is 42 bushels, (generally measuring 48,) 3,360 lbs. A London chaldron is 36 bushels. A Boston retail chaldron is 2,500, sometimes 2,700 lbs. The ton is 2,240 lbs., see act of Congress, August 30, 1842, vol. 5, L. U. S. p. 567. Anthracite coals are always measured by the ton. Bituminous coals are estimated 28 bushels per ton. A bushel of dry Bituminous coal weighs from 80 to 85 lbs.

C.

Imports into the United States of foreign mineral coals in 1850, 1851, 1852, and 1853, (years ending June 30,) from Commerce and Navigation Report of the United States, showing the declared value per ton, and aggregate value and duties—duty thirty per cent. ad valorem under tariff of 1848. Vide Finance Report of 1853, page 57.

From—	1850—page 256.			1851—page 262.			1852—page 254.			1853—page 254.			Duties 30 per cent.		
	Value.		Tons.	Value.		Tons.	Value.		Tons.	Value.		Tons.	Value.		Tons.
	per ton.			per ton.			per ton.			per ton.			per ton.		
Sweden and Norway.....	63	\$2 84	305	\$1 41	\$431	70	\$5 05	\$254	203	\$1 40	\$384	203	\$1 40	\$384	203
Denmark.....	435	4 00	6	2 50	15	170	1 45	247	199	3 66	599	17	346	74	158
Dutch West Indies.....	92	2 68	430	2 68	1,155	170	1 45	247	199	3 66	599	17	346	74	158
Holland.....	396	1 73	94,161	2 56	251,109	87,595	3 63	321,693	102,668	2 48	260,971	75,333	64,498	72,994	72,994
Dutch West Indies.....	78,550	2 31	1,528	2 00	3,624	6,354	1 53	10,734	6,900	2 00	19,181	1,057	3,990	3,654	3,654
England.....	1,479	2 30	1,528	2 00	3,624	6,354	1 53	10,734	6,900	2 00	19,181	1,057	3,990	3,654	3,654
Scotland.....	1,847	2 22	3	2 00	674	916	1 86	1,713	906	2 55	9,183	63	37	37	37
Ireland.....	66	3 15	3	2 00	674	916	1 86	1,713	906	2 55	9,183	63	37	37	37
British West Indies.....	98,173	1 80	116,574	2 00	920,995	87,035	1 97	161,100	120,669	1 78	215,431	365	66,598	48,330	63,609
British North American Colonies.....	83	2 07	182	1 00	638	476	1 35	635	5	4 00	20	139	30	28	134
Canada.....	235	1 98	498	1 44	569	9	3 00	6	5	4 00	20	139	30	28	134
Cuba and Spanish West Indies.....	80	1 80	161	1 77	355	106	1 06	106	48	48	106	106	19	19	19
Portugal.....	63	1 77	200	1 77	355	106	1 06	106	48	48	106	106	19	19	19
Azores.....	15	4 50	63	14	4 40	61	174	174	396	2 56	753	59	52	52	52
Argentine Republic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brazil.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chile.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belgium.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Guiana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other countries.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Imports of coke, culm.....	180,439	2 10	378,817	2 33	479,765	183,015	2 23	406,841	231,508	2 12	490,010	113,645	142,935	192,052	147,003

Note.—For Canadian account of all imports into Canada of coals same years, (ending December 31, each year,) see statement A, Appendix; see also for Governor Sir G. Le Marchand's report of imports into and exports from Nova Scotia for year ending December 31, 1852, same statement; see also other British and Colonial accounts of trade in coals, in same statement. It is alleged the valuation is generally below the prices at places of shipment; and freight and insurance and expenses should be added to ascertain the value in the United States.

D.

Exports of the United States of domestic mineral coals, and also of foreign mineral coals, from United States Report of Commerce and Navigation in 1850, 1851, 1852, and 1853.

DOMESTIC COALS.

To—	1850—page 40.			1851—page 44.			1852—page 38.			1853—page 38.		
	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.
Danish West Indies.....	.....	.....	.....	195	\$4 76	\$930	.....	.....	.....	6	\$4 33	\$95
British West Indies.....	2,561	\$3 93	\$10,090	4,217	4 07	17,181	9,178	\$4 00	\$36,752	11,039	4 26	47,106
Cuba and Spanish West Indies.....	8,368	4 25	35,598	13,859	4 25	57,833	8,673	4 12	35,737	18,478	4 22	78,050
Mexico.....	3,645	4 46	16,275	1,468	4 43	6,505	5,711	4 20	23,961	6,072	4 29	26,072
Republic of Central America.....	187	3 99	746	72	4 08	294	2,871	4 11	11,817	6,785	4 35	29,508
New Granada.....	10,124	4 49	45,478	6,666	4 75	31,709	5,488	4 34	23,931	10,261	4 28	43,937
Venezuela.....	6	4 16	25	20	4 85	97	640	4 17	2,668	59	4 00	235
Brazil.....	465	4 63	2,157	1,232	3 20	4,037	300	3 69	1,088	2,402	4 34	10,242
Republic of Uruguay.....	108	5 00	540	25	6 00	150	25	5 50	137	335	3 88	1,259
Argentine Republic.....	.....	.....	.....	5	5 20	26	.....	.....	.....	460	3 55	1,633
Chili.....	1,576	5 24	8,256	5	5 00	25	100	3 50	350	340	4 04	1,382
Peru.....	1,523	5 63	8,566	.....	.....	.....	5	5 60	28	.....	.....	.....
Hanse Towns.....	.....	.....	.....	2	5 50	11	.....	.....	.....	.....	.....	.....
England.....	.....	.....	.....	10	5 50	53	.....	.....	.....	.....	.....	.....
Sardinia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	5 00	1,000
Africa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	921	4 75	4,375
British East Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000	3 75	3,750
Australia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	915	4 34	3,943
South Sea & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,310	3 80	5,087
China.....	.....	.....	.....	.....	.....	.....	1,234	4 24	5,132	2,140	4 09	8,768
Canada.....	9,076	4 05	36,813	8,125	4 56	37,122	8,614	4 42	38,942	13,603	4 20	57,299
British N. American Colonies.....	1,102	4 10	4,549	1,831	4 37	8,002	2,297	3 60	8,363	3,878	3 93	15,206
	38,741	4 31	167,090	37,727	4 34	163,977	45,336	4 17	188,906	79,510	4 23	336,003

E.

FOREIGN COALS.

To—	1850—page 122.			1851—page 126.			1852—page 124.			1853—page 120.		
	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.	Tons.	Value per ton.	Value.
England.....	5,581	\$2 25	\$12,552	194	\$5 89	\$1,143	.....	.....	.....	.....	.....	.....
British East Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British West Indies.....	30	7 33	220	.....	.....	.....	.....	.....	.....	.....	.....	.....
British N. A. Colonies.....	480	3 54	1,700	110	2 06	277	150	\$1 07	\$250	.....	.....	.....
Brazil.....	409	6 09	2,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cuba.....	.....	.....	.....	40	6 75	270	.....	.....	.....	496	\$3 62	\$1,500
Dutch East Indies.....	.....	.....	.....	.....	.....	.....	150	4 00	610	.....	.....	.....
Dutch Guiana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	6 33	19
New Granada.....	.....	.....	.....	.....	.....	.....	50	6 40	319	.....	.....	.....
From warehouse.....	6,450	.....	16,962	344	.....	1,690	350	.....	1,189	499	.....	1,519
Not entitled to drawback	6,380	.....	16,322	344	.....	1,690	300	.....	870	496	.....	1,500
	130	.....	540	.....	.....	.....	50	.....	319	3	.....	19

Note.—For Canadian account of all imports into Canada of coals same years, (ending December 31, each year,) see statement A, Appendix; see also for Governor Sir G. Le Marchand's report of imports into and exports from Nova Scotia for year ending December 31, 1852, same statement A; see also for British and Colonial accounts of trade in coals, in same statement. It is alleged the valuation is generally below the prices at places of shipment; and freight and insurance and expenses should be added to ascertain the value in the United States.

F.—Shipping, navigation—total imports into the United States, in American and foreign vessels, in 1851, 1852, and 1853; same to Great Britain, &c.; ditto British North American Colonies and Canada; imports of coals, &c.—total; domestic exports, ditto; foreign exports, ditto; vessels in foreign trade cleared and entered, ditto; and average of crews of vessels entered and cleared in foreign trade, ditto: compiled from United States reports on commerce and navigation for said years.

	1851.				1852.				1853.			
	American vessels.		Foreign vessels.		American vessels.		Foreign vessels.		American vessels.		Foreign vessels.	
	Page of report.	Quantity.	Value.	Page of report.	Quantity.	Value.	Quantity.	Value.	Page of report.	Quantity.	Value.	Quantity.
Imports total.....	270	Tons.	Dollars.	274	Tons.	Dollars.	Tons.	Dollars.	283	Tons.	Dollars.	Tons.
From Great Britain and Ireland.....		163,650,543	52,574,380	374	.....	155,958,467	53,038,388	.....	.....	191,688,325	76,590,332	.....
From British N. A. Colonies.....		67,756,079	26,001,807	382	.....	59,183,928	31,594,411	.....	.....	62,581,362	50,183,978	.....
From Canada.....		9,210,270	1,596,381	.....	.....	9,174,534	1,335,786	.....	.....	318,058	1,854,544	.....
Of coal total.....	386	80,334	2,300,174	.....	.....	9,378,603	9,311,366	.....	.....	9,714,256	9,563,660	.....
Exports: products, &c.....		218,103	381,682	374	67,762	190,665	115,923	.....	.....	500,866	143,591	.....
To Great Britain and Ireland.....	46	137,934,539	58,755,179	40	.....	127,340,547	65,028,437	.....	.....	142,810,028	70,607,671	.....
To British N. American Colonies.....		74,408,312	35,123,400	.....	.....	64,346,304	46,456,751	.....	.....	70,037,628	47,841,368	.....
To Canada.....		409,627	9,731,936	.....	.....	604,454	2,045,689	.....	.....	833,900	3,574,675	.....
Foreign products, &c.....		3,565,571	9,950,963	130	.....	2,083,390	1,921,045	.....	.....	1,789,512	2,716,640	.....
To Great Britain and Ireland.....	123	14,529,150	7,176,143	.....	.....	12,136,390	5,132,992	.....	.....	13,418,368	5,328,693	.....
To British N. American Colonies.....		4,557,054	3,856,349	.....	.....	2,076,974	1,633,388	.....	.....	2,458,367	1,988,873	.....
To Canada.....		82,703	778,627	.....	.....	88,997	1,022,823	.....	.....	400,027	1,443,911	.....
Vessels: Cleared total.....		945,163	1,146,143	.....	.....	1,753,631	926,466	.....	.....	2,300,547	1,533,040	.....
To Great Britain and Ireland.....	281	3,900,519	1,929,538	278	.....	3,230,591	2,047,755	.....	.....	3,766,759	2,598,790	.....
To British N. American Colonies.....	290	749	306,868	278	.....	1,620,450	497,765	.....	.....	696,108	478,743	.....
To Canada.....		103,335	3,621	.....	.....	193,809	4,983	.....	.....	771	728	.....
Entered total.....		2,634	827,013	282	.....	9,319	544,518	.....	.....	639	583,465	.....
From Great Britain and Ireland.....	296	6,951	3,054,349	282	.....	3,319	1,062,068	.....	.....	4,465	734,029	.....
From British N. A. Colonies.....	294	736	64,369	.....	.....	3,935,528	10,607,358	.....	.....	11,729	9,277,930	.....
From Canada.....		237	3,989	.....	.....	778,971	9,955,081	.....	.....	940	583,967	.....
Average of crews in foreign trade total.....		9,925	1,013,373	.....	.....	63,887	337,050	.....	.....	403	113,335	.....
To and from Great Britain & Ireland.....	284	3,367	90,227	222	.....	774,878	591,569	.....	.....	3,623	1,376,927	.....
To and from B. N. Amer. Colonies.....	293	86	14,089	6	.....	1,575	97,261	.....	.....	Men.	Boys.	Men.
To and from Canada.....		9,803	94,577	293	.....	24	283,370	.....	.....	1,437	1,548	.....
		39,994	9,621	.....	.....	31,957	1,106	.....	.....	121,703	1,548	.....
				.....	.....	16,788	43	.....	.....	17,692	166	.....
				.....	.....	6,431	19	.....	.....	24,365	1,336	.....
				.....	.....	46,996	156	.....	.....	54,867		.....

The *first* inquiry is, how will the proposed abrogation of the duty on Provincial coals, imported into the United States, and a like abrogation of the Provincial import duty on our coals, affect our trade in coals with the Provinces, and particularly with *Canada*?

It is believed that it can be clearly and conclusively demonstrated by incontrovertible facts and arguments, that the proposed measure cannot, in any degree, injuriously affect our trade with *Canada* as to coals, or any other product or manufactures.

The abrogation of the present *ad valorem* duty of 30 per cent., (about 3 cents per bushel on Provincial coals,) cannot induce to any importation into the United States of the coals of Nova Scotia, for transportation across the United States to *Canada*, thereby competing with our exports of coals to Canada, for the following, amongst other reasons:

1. By acts of Congress now in force, all Provincial coals, and other products and merchandise, intended to be transported across the United States to Canada, may be entered for "re-exportation," or for such transportation, and sent to Canada free of all import duty by the United States. *Vide* act of March 3, 1845, vol. 5, U. S. Stat., p. 750; act of August 8, 1846, vol. 10, *ib.* p. 77; act of March 30, 1849, *ib.* p. 399; act of September 26, 1850; *ib.* p. 512, § 17 and 18; and Warehouse act of 6th of August, 1846 *ib.* p. 33; and general drawback laws. Gordon's Dig. of 1852, pp. 836 to 857, art. 2882 to 2946. Under the acts cited, Nova Scotia coals can now be sent to Canada, via the United States, without import duty being charged; so that, in this respect, the proposed arrangement affords them no advantage. From the United States returns, (*vide* statement D,) of exports of domestic mineral coals in the four years ending June 30, 1853, it appears that the domestic mineral coals sent to *Canada* in that period were in quantity, 39,648 tons, at 4.29 cents per ton, of the value of \$170,176. By statement E, (a like return of exports of foreign mineral coals in the same period,) it appears that there were no foreign coals, whatever, sent to *Canada* from the United States. We imported, same years, large quantities of foreign coals from England, Scotland, and Nova Scotia, (*vide* statement C,) but not a bushel of it went to Canada. The small quantities that were not consumed in the United States, amounting altogether to about 7673 tons, of the value of \$21,360, it seems, was all sent to England, to the Coast and Island B. N. American colonies, to Brazil, to Cuba, to the British and Dutch East Indies, New Granada, or the British West Indies. (See statement E.) It should be borne in mind also, that during all that period, United States coals sent to Canada, were under the Canada tariff act of 1849 (*vide* I. D. Andrews' rep. of 1850, (31st Cong. 2d p. 268, and British Parl. doc., Rep. of December 23, 1852, p. 3,) subjected to an import duty of 2½ per cent. *ad valorem*. This duty is proposed to be released, and the effect, therefore, of the proposed arrangement, it is fair to presume, would be beneficial, rather than detrimental to our exportation of coals to Canada.

2. The transportation from Nova Scotia, existing about six months in the year by the Gulf and river St. Lawrence to Lower Canada, has been supposed to be cheaper than through our Atlantic seaports, and over our, and the Canada, railroads, and also to be more direct, and attended with less trans-shipment and trouble; and yet the Canada ac-

count of the imports of coals into Canada, from the coast and island colonies, in the *four* years before mentioned, shows that but £7,304, (colonial currency;) *vide* table 1, in statement A; or \$29,216 worth of coals was sent to Canada from the coast and island colonies; not being an *eighth* of the quantity sent to Canada from the United States, during the same period; it being by the same Canada account above cited, valued at £59,431, (colonial currency,) or \$237,724. And by the United States account, (*vide* statement D,) as before mentioned, we sent to Canada in those years, 39,648 tons, in value \$170,176.

The apparent discrepancy between the United States and the Canada accounts, is reconciled; when it is considered that in Canada the fiscal year ends on the 31st of December of each year, and in the United States on the 30th of June of each year, since the act of August 26, 1842, (vol. 5, Stat. U. S., p. 537.) It is quite manifest from these facts, that even against the present import duty of 2½ per cent. *ad valorem*, the Nova Scotia coals, *carried by the Gulf and river St. Lawrence*, cannot compete successfully with ours in the Canada markets, though Nova Scotia coals pay no import duty in Canada.

3. If the Nova Scotia coals were as good as ours, they cannot be furnished, even if free of duty, for transportation to Canada, (either to *Lower Canada* or to *Canada West*,) *via* our Atlantic seaports and railroads at as low a price per ton, as similar bituminous, and the semi-bituminous coals of the United States, in the interior, can be supplied to Canada. The bituminous, and semi-bituminous, and cannel coals of ultra-montane Pennsylvania, of Ohio, of Michigan, of Indiana, of Illinois, and Wisconsin, and even those of Iowa, and Kentucky, and Missouri, may be supplied by our rivers, canals and railroads, and by the great lakes to *Upper Canada* or "*Canada West*," cheaper than any coals of like kind and quality. All the lake States, and the States adjoining to them, have readier access to the Canadian markets, *than either Pictou or Sidney has to Boston*. There is no *anthracite* coal whatever abroad, or at home, that can be put into successful competition with that of cis-montane Pennsylvania, or Maryland, or Virginia, in the Canada markets.

4. The bituminous and semi-bituminous coals of Nova Scotia cannot be substituted for the *anthracite* coal that we now send to Canada, because they will not answer the purposes for which the *anthracite* is needed in Canada. (*Vide* Statement A in *Appendix*.)

5. Our coals sent to Canada are exchanged for Canadian products, which the province of Nova Scotia cannot receive in exchange for its coals, to the same extent, and for as high prices as we do, whilst our coals are taken in barter for such products.

6. The Canada trade with the United States, above referred to, is *established and settled*. Commercial connexions have been formed, and interests combined, in the United States and Canada, that will secure its continuance. This trade cannot be disturbed, those connexions broken up, or the interests referred to diverted, by anything in the proposed reciprocity arrangement; but, on the contrary, the commercial connexions referred to will become more extended, the interests strengthened, and the trade increased thereby. It is believed that a positive and exclusive dependence by Canada on the United

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States, will ultimately grow out of the proposed arrangement, as to many products and manufactures, and especially as to *coals*.

7. As it respects our *exportation* of domestic coals to the Coast and Island provinces, there is little doubt that the proposed arrangement would tend to increase the quantity exported. In the *four* years ending June 30, 1853, there were exported to those provinces (vide Statement D) 9,108 tons of *domestic* coals, being at \$3 96 per ton, of the value of \$36,120. Much of this, it is believed, was Pennsylvania *anthracite* coal. It appears from the colonial account of imports into Nova Scotia in the year ending December 31, 1852, that no coals were imported into *that* province during that year, from the United States. The coals stated in the United States returns, therefore, must have been sent either to New Brunswick, Prince Edward's island, or Newfoundland, or to some, or all of them.

The following is an account of our exports of domestic coals to all countries, for every year since 1847.

1848, tons, 9,309; average cost per ton, \$5 06; aggregate value, \$47,112.	
1849, tons, 9,661;.....do.....	4 18;.....do..... 40,396.
1850, tons, 38,741;.....do.....	4 31;.....do..... 167,090.
1851, tons, 37,727;.....do.....	4 34;.....do..... 163,977.
1852, tons, 45,336;.....do.....	4 17;.....do..... 188,906.
1853, tons, 79,510;.....do.....	4 23;.....do..... 336,003.

It is supposed a large portion of these coals are used by our own steamers in foreign trade.

8. The British Parliamentary document of December 23, 1852, before referred to, respecting the Canadian tariff, shows that by the Nova Scotia tariff of 31st of March, 1851, imported coals are exempted from duty (p. 4); and in New Brunswick, by an act of 28th of March, 1851, to continue in force till December 31, 1854, imported coals are charged a duty of *one shilling* (currency) *per ton* (p. 8); and in Prince Edward's island, by an act of 3d of April, 1852, (p. 10,) which act has been continued, coals imported into that province are subject to a duty of 5 per cent. *ad valorem*; and in Newfoundland, (p. 11,) imported coals are charged a duty of *one shilling per ton*. All these duties, so far as it respects United States coals, will be dispensed with by the proposed arrangement. Their release will doubtless increase our exportations of our domestic mineral coals to the Coast and Island colonies; and so on the other hand, if the arrangement should be broken off, and the five provinces should impose precisely the same import duty on coals as the United States now do, or may do, (whether 30, 25, or 20 per cent. *ad valorem*,) it is equally clear, that we should soon cease sending any coals either to Canada, or the other colonies. Nova Scotia and Great Britain, would then supply Canada, Prince Edward's island, Newfoundland; and New Brunswick would be forced, by necessity, to supply herself either from Nova Scotia or Great Britain, or from her own internal resources.

9. *Anthracite* coal does not exist in any of the colonies. For some purposes, and especially for domestic fuel, it is superior to the best Provincial coals, and, indeed, to the best English coals. It is particularly adapted to other uses than for domestic fuel, for which the highly bituminous coals of Nova Scotia are interior. And further, our Cum-

berland and other *semi-bituminous* coals, it has been found, are better for steamships, and some other uses, than the Nova Scotia bituminous coals are; the latter being, (to quote the language of a gentleman interested in the Nova Scotia mines,) "more rapid in combustion, and not so durable." On the other hand, for the making of gas and some (but very few) other uses, the Nova Scotia coals are preferable to most coals of the *Atlantic* States, that are raised *east* of the Alleghany mountains. If the reciprocal release of all duties is agreed to, each of the different varieties and qualities of coals in the United States and in the five provinces, now known, or that may hereafter be discovered, will stand upon its relative merits as to adaptation to different uses and purposes, cheapness, facility and certainty of procurement, and in all other respects, in the markets of the United States, and of the five colonies; and whether the Coast and Island Colonies do or do not furnish an increased demand for our coals, of any kind, will depend on their superiority or inferiority, to the colonial coals.

10. To rely in this age of philosophic and scientific experiment, discovery, and improvement, and of continual application of novel materials to the arts, upon the presumption that any particular species of coals will continue to maintain a present superiority over other coals, for any purpose or use, would be somewhat unwise. Lord Dudley first applied mineral coals to the manufacture of iron, and a century after, Huntsman first used them in making cast-steel; in 1783, Cort invented the process of puddling iron with mineral coals, and also of making *bar* iron by means of their use; and, in consequence, such coals were chiefly substituted in the iron works of Great Britain for charcoal; and Mushet's discovery as to the coking of coals, was as late as 1801; and as recently as 1824, the black-band ore, found by him in Scotland, was first used alone, with the aid of mineral coals; and in 1833 the hot-blast furnace was first introduced by Neilson, of Glasgow, (Scotland,) and raw coals substituted for coke therein; and until 1837, *anthracite* coal was not successfully used with the hot-blast in smelting iron, nor till 1841 for puddling and reheating iron; and various other discoveries have been recently made as to the qualities and properties of different coals; and even whilst this paper is being written, a memorial is presented to Congress, by citizens of high respectability, of this city, setting forth the discovery of a mode of "*compressing*" mineral coals so as to enable a sufficiency to be carried by steamships for long voyages, and soliciting the government to patronize the invention. Whether our coals, or which kinds, or those of Nova Scotia, or those of Great Britain, are the best to employ for "*compression*," experience can alone test.

The *second* inquiry is, how will the abrogation of the present duty affect our *home* coal interests and *home* trade in coals?

It may be, that the release of the duty in the United States upon Nova Scotia coals, unless the "*mining company*" in Nova Scotia raises the prices of coals at the pit, (as some apprehend,) may increase to some extent the importation of Pictou and Sidney coals, and if new coal-fields should be opened in Nova Scotia, New Brunswick, or Prince Edward's Island, or Newfoundland, of *other* provincial coals also, into the

eastern Atlantic ports of the United States for consumption in New England, and if so, the prices of such coals in those markets will probably be lessened. All these coals are highly bituminous, and the chief consumption will be in the cities and towns of New England for gas; though in Maine, New Hampshire, and Vermont, and perhaps to a limited extent in Massachusetts, they may be used with other coals for puddling iron,* and for a few other purposes. But no use will probably be made of any Provincial coals in New York, and certainly not farther south. Coals as good for making gas, can now be supplied by Maryland and Virginia to New York, and at as low prices as any provincial coals.

Heretofore the chief imports of provincial coals into the United States have been into Boston. *In 1853 nearly four-fifths of such imports were into that port.* Statement C shows the amount of imports from all of the five colonies for four years, ending June 30, 1853. A table annexed is based on returns from the custom-houses of the ports named therein, and proves the facts just stated.

The additional supply of provincial coals thus furnished will necessarily induce a corresponding increase of the *exports* of our products and manufactures to *Nova Scotia*, and the other three coast and island Provinces, wherewith to pay for such augmented supply, unless the prices decrease in something like a corresponding ratio to the increased supply, as some intelligent gentlemen predict will be the case.

The following answers may, it is conceived, be properly and truthfully made to the *second* query above propounded.

1. It is not supposed that the increased importation of the provincial coals, all of which are highly *bituminous*, will in any degree interfere injuriously with the interests of the *anthracite* collieries of the United States; and, on the contrary, it is believed it will benefit the *anthracite*

* In the able pamphlet of John L. Hayes, esq., published in 1850, as a memorial to Congress in favor of an increase of the import duty on foreign iron, (p. 19,) he states the following facts, which show that this coal cannot be used so as to make any but *inferior* iron:

"The superiority of American over British iron is unquestionable. Part of the British iron is made from impure ores and *sulphurous coal*, and the efforts of the iron-masters are devoted, especially during periods of low prices, to increase of make, and not of perfection of quality. In many establishments, and especially within the last year or two, iron is made from old refuse cinder, which is rich in metal, but contains all the impurities, sulphur, arsenic, and phosphorus, which deteriorate the iron. Mr. Mushet, an English metallurgist, son of the celebrated David Mushet, says that common Welsh bars do not contain more than ninety per cent. of iron. 'We often hear,' says he, 'of extraordinary makes of pig-iron as to quantity, but never hear at any work that bar-iron has been produced equal in quality to foreign marks; on the contrary, the general quality of British iron is much lower than it was twenty years ago.' We have before us a letter from a former manager of iron works at South Wales, addressed to parties in this country, requesting employment as an inspector of rails. We make the following extract in proof of the above position: 'In consequence of the *increased quantity of inferior materials*, now used in the manufacture of rails, it becomes the more important that foreign purchasers should employ an inspector who is thoroughly acquainted with every process in iron making, whose business would be to secure them from defective rails, and secure a quality of iron possessing undoubted durability.'"

Mr. Overman, in his work on the manufacture of iron, (p. 130,) says:

"*Sulphurous coal*, by improper treatment, will produce *sulphurous coke*, and consequently *sulphurous metal*, which, in all subsequent manipulations, will be injurious, troublesome, and expensive.

"By sprinkling a little water over red-hot coke, drawn freshly from the oven or pile, we may ascertain whether it contains sulphur."

coal interests. *Anthracite* coal, as before suggested, is not found in any of the British North American colonies, and they will, if practicable, barter their coals for *anthracite*, or otherwise procure, and become large consumers of it, for domestic fuel and other uses, to which it is peculiarly adapted, and for which no colonial coals are equal to it. The exports of our domestic coals to Canada were in 1853 (vide statement D) 13,603 tons, of the value of \$57,299; of which a considerable portion, it is believed, was *anthracite*; and to the coast and island colonies we sent 3,878 tons, of the value of \$15,206, most whereof was *anthracite*. This is the United States account; but the Canadian account, before referred to, (No. 1, statement A,) makes the quantity sent to that province appear greater. The fact suggested that provincial coals (Pictou, Sidney, &c.) are useful for other purposes, that *anthracite* will not as well answer, and that *anthracite* is necessary for certain uses for which the highly *bituminous* coals of Nova Scotia are worthless, is abundantly proved by the documents contained in the *appendix*.

2. The same fact just stated exists in respect of the semi-bituminous and bituminous coals of the Atlantic States, and the highly bituminous provincial coals, as is proved by the same evidence. They are of different qualities and characteristics in several respects, and adapted to different uses and purposes. The statement A shows some of the peculiar qualities and characteristics of the provincial coals, and fully verifies the representation now made. They are sometimes valuable to be used with our *anthracite* and semi-bituminous coals; but the purposes are very few for which the provincial coals, to be used by themselves, are preferable to ours, at the same or even less prices. When they are preferable for any particular use, they will find a market in the United States, *even if the price paid is higher*. This has been the case against the high import duty of 30 per cent. *ad valorem*, exacted since the first of December, 1846, and the still more exorbitant *tax* upon the consumers in the United States of \$1 75 per ton, or about 69.2% per cent. *ad valorem*, previously imposed by the tariff of 1842! the exports of Provincial coals to us in 1853, were 120,764 tons, at \$1 76 per ton, = \$212,847—the duties were \$63,733. The valuation did not, of course, include the cost of freight from Nova Scotia, insurance, &c. Against the colonial exports heretofore stated, our exports to the provinces in 1853, were 17,481 tons, at \$3 57 per ton = \$62,505.

In connexion with this statement, it should be observed that the British "Cunard steamers," running between Liverpool and New York *via* Boston and Halifax, (Nova Scotia,) formerly used provincial (i. e. Pictou or Sydney) coals; those concerned in the steamers being also deeply interested in the Nova Scotia coal mines, and having the chief control and management of them; but, nevertheless, those steamers *now* principally consume Cumberland coals, (Maryland and Pennsylvania,) together with a small quantity of Lackawanna and Pittstown, (also Pennsylvania,) and some Virginia coals—all the varieties amounting to nearly 50,000 tons annually, not included in the preceding accounts.

These statements show, on the one hand, that even if the cost of provincial coals, at the doors of the provincial consumer, is *less* than the cost of our coals there, yet he cannot well, for some purposes, dispense with the use of our coals; and so too, on the other hand, it is the same,

to a limited extent, with respect to our purchases of Nova Scotia coals in Boston and New York. And they show, also, that the quantity of our coals consumed in the Provinces, is much greater than that of the provincial coals consumed in the United States, in proportion to the population of the respective countries. It is conceived the conclusion thus deduced, from the facts shown by these authentic statistics that there is no cause for apprehension of detriment to our semi-bituminous or bituminous coal interests, by the proposed arrangement, is incontrovertible, and that the abrogation by all parties of the duties on coals, will tend to increase the trade in our coals of this character with the provinces.

3. The several preceding statements, and those in the appendix, show, that when provincial coals and coals of the United States, of similar character and quality, and both intended to be applied to similar uses, come into our Atlantic markets, our coals may be furnished, and profitably, as cheap even in Boston, as the provincial coals, though free of import duties; and especially since the recent vast increase of the facilities of railroad and canal transportation from our collieries in the interior to the Atlantic markets. The average of the wholesale prices current, for each six months of the last four years, of our different coals, and also of the Nova Scotia coals, in Boston, New York, Philadelphia, Baltimore, and Richmond, (Va.,) and in Halifax, (N. S.,) is given in the *appendix*, proving the fact just asserted. Some of the *causes* are hereafter suggested to sustain that proof, and to show that the release of the United States import duty on the provincial coals will not materially alter the case.

4. Coal labor and most other labor is now ordinarily full as high at Pictou and Sidney as in most of the United States, except in some of the southern States, and on the Pacific; and there is little probability of change in this respect. The following statement of British emigration, from 1851 to 1853, inclusive, shows that labor will not probably be cheapened in the coast and island colonies by European emigration. It is well known that many who emigrate to the colonies soon come to the United States; and most of the emigrants who stay in the colonies, settle in Canada West.

Emigrants from the United Kingdom.

	To British N. American colonies.	To United States.	To Austr- lia.
1848	30,065	188,233	23,904
1849	41,367	219,450	32,191
1850	32,961	223,078	16,037
1851	42,605	267,857	25,532
1852	32,873	244,261	87,881
1853	34,249	228,152	63,460

[Vide "Statistical abstract of United Kingdom from 1840 to 1853," p. 27, printed by Parliament in 1854.]

The annual "passenger report" of Mr. Marcy, Secretary of State, at the present session of Congress, (Ho. of Reps. Ex. Doc. No. 78, printed March 17, 1854, p. 23,) shows that 163,200 emigrants arrived in the United States in 1853, besides the emigrants from Great Britain and Ireland and British America; and that the number from British America who came to the United States was 5,613.

In the rigorous climate of New Brunswick, Prince Edward's Island, Newfoundland, and Nova Scotia, labor cannot be employed so long, by several months during the year, nor as advantageously, as it can be further south, in the coal mines of the States of Pennsylvania, Maryland, Virginia, Ohio, Michigan, Indiana, Wisconsin, Iowa, Kentucky, Illinois and Missouri.

5. Nova Scotia coals are subject to a duty, to be paid by the mining company, called a "royalty" or rent charge of 2 shillings or 40 cents per chaldron, at the pits. (See statement A, appendix.) This tax on the coals, which is reimbursed by the purchaser, for it is included in the price he pays, is differently stated in one of the documents annexed. It is said "the mining association pay a fixed rent to the government for the privilege of raising 40,000 chaldrons, which amounts to about 1s. 10d. currency (37½ cents per chaldron,) and 20 cents per chaldron on the quantity raised beyond that." Our coals are not burdened by any such governmental duty, nor by any duty.

6. The shipping season generally commences at Pictou and Sidney about the middle of May, and continues until the middle of November; after which time, usually, they and the other northern harbors of Nova Scotia are frozen up. Pictou is distant from Boston about 700 miles, and Boston is distant from New York by sea about 200 miles, and from Philadelphia by sea about 500 miles, and from Baltimore by sea about 650 miles, and from Richmond (Virginia) by sea about 650 miles. From Richmond, Baltimore, and Philadelphia, there is to New York, shorter *inland* navigation. The navigation by sea, between Boston and the three ports named south of Boston, is open throughout the year; and but a small part of the inland navigation between New York and Richmond is ever closed, and rarely beyond a few days; and if necessity should arise, continuous and uninterrupted railroad transportation for coals can be made in a few days from Richmond to Boston. A comparison of the list of freights by sea, for coals between the different ports named, will show that they are ordinarily cheaper between the United States ports, than between any of them, and Pictou or Sydney.

7. It has been intimated that one cause of the occasional cheapness of European coals in our markets has been, that owing in part to the effect and operation of our navigation laws, and in part to the course of trade, foreign vessels, (and especially the larger class of vessels,) making voyages from the other side of the Atlantic to the United States, for cargoes of cotton, rice, tobacco, or other bulky southern products, or flour, provisions, &c., of the West, also bulky, find difficulty in procuring full cargoes to this country. The shipments to this country from the old World are principally light articles, not of great bulk, and valuable—*.e.*, manufactures and the like. In the limited direct trade between the old World and the southern ports of the United States, especially is this the case; and in such trade also the European cargoes are gen-

erally "assorted." All foreign vessels are interdicted from participating in our coasting trade, and also in our internal river trade. The main part (more than eight-tenths) of the foreign vessels, trading between the old World and this country, trade through the ports east of the Chesapeake bay; and their deficiency of cargo, on the outward voyage from Europe, is often supplied by taking in salt, or coals, and sometimes iron, that answer for ballast as well as lading, and which are carried very low, and sometimes for merely nominal freight. This cannot possibly be the case in the coal trade from the British North American colonies to the United States. On the contrary, the freights from the coast and island colonies, are generally bulky and heavy, such as oils, fish, plaster, wood, &c.; whilst the freights from the United States to the colonies (excepting flour and provisions) are generally light and of small bulk, such as tea, manufactures, &c. Therefore coals from the colonies must always pay freight, whilst the United States coals sent to the colonies, (for similar reasons to those above stated as to the European shipments to us,) may sometimes have to pay nominal freights merely.

8. The Provincial official account of the exports from *Nova Scotia*, (contained in the able official report of Governor Sir J. Gaspard Le Marchant, to the Duke of Newcastle, dated October, 23, 1853,) gives the following items as to the exports of 1852.

Exports from Nova Scotia in 1852.

To Great Britain, of all kinds.....	value	£62,677	c. c. =	\$250,704
British West Indies.....	"	213,034		852,136
Other British N. A. Colonies.....	"	352,185		1,408,740
United States.....	"	257,850		1,031,400
All other countries.....	"	85,035		340,140
Aggregate.....	"	970,780		3,883,120

Exports of coals in 1852 from Nova Scotia. (Same report.)

To British W. Indies, quantity not stated	value	£432	c. c.	\$1,726
Other British N. A. Colonies.....	"	16,925		67,700
United States.....	"	38,781		155,125
All other countries.....	"	769		3,705
Total exports of coal—112,559 tons..	"	£56,907		\$227,559

The *Nova Scotia* coals, if equal to ours in quality and general utility, and if they could be furnished as cheaply as ours, it would seem, ought (if they were driven from our markets in consequence of the high import duty of 30 per cent. *ad valorem* levied in the United States) to have found a market in other countries, where they could compete with ours on equal terms. We exported in our fiscal year of 1852, 45,336 tons of *domestic coals*, valued at \$188,906, and among those exports were the following:

To British West Indies.....	tons 9,175	value \$36,782
Cuba and Spanish West Indies.....	" 8,673	35,736
Mexico.....	" 5,711	23,961
Republic of Central America.....	" 2,817	11,817
New Granada.....	" 5,488	23,931
Venezuela.....	" 640	2,668

And it appears that our exports of domestic coals by the same United States account, same year, to Canada alone were 8,814 tons, value \$38,942, being more than half the value (\$67,700) above stated to have been the exports of Nova Scotia of coals, same year, to all of her sister Provinces; and according to the official Canada returns of its imports of coals in 1852, (vide statement A, No. 1,) it appears there were but £1,127, or \$4,508 in value of coals imported into Canada that year from all the Colonies, whilst the United States sent to Canada £13,005, or \$52,020 in value the same year.

These facts show that the *Nova Scotia* coals have not been able to compete with ours in foreign markets where they were on equal terms, or in the Canada markets, where the *Nova Scotia* coals had the advantage of the Canada import duty of 2½ per cent. against us. Surely they afford no warrant for the prediction, that a release of the duty now exacted will enable the *Nova Scotia* coals to compete with our coals in our own markets.

9. The uses to which mineral coals are applied in the United States, are chiefly:

1. In the manufacture of pig-iron, puddling iron, &c.
2. " bar, rolls, and other wrought iron.
3. " castings of metal.
4. Distilleries and chemical works.
5. For steam machinery in the manufacture of cotton goods.
6. " " woolen goods.
7. " used for printing presses.
8. " railroad locomotives
9. For steamships, and steam lake, river, ferry, and harbor boats or tugs, and other craft propelled by steam power.
10. fuel for all kinds of vessels.
11. domestic fuel for dwellings, and for culinary purposes.
12. the making of gas.
13. glass furnaces.
14. the making of lime.
15. black and whitesmiths, gunsmiths, tinsmiths, copper-smiths, armorers, brass and composition makers, instrument and tool makers, saw makers, cutlery makers, boiler makers, engine makers, and machinists, file cutters, nail manufacturers, plumbers, &c., &c.
16. every kind of steam power mills—saw mills, flour mills, plaster mills, oil mills, and in whatsoever business steam machinery is used.

Many of the manufactories of the United States are in proximity to the collieries, from which the coals used are procured; and this is the case, especially with respect to the iron manufactories of Pennsylvania, Maryland, Virginia, Ohio, Kentucky, Indiana, and Illinois, most of which are also contiguous to the deposits from which their iron ores are obtained.

So, too, with reference to the immense steam navigation on the great

lakes, and on our western rivers, it is in the vicinity of the coal beds from which its supplies of fuel are received.

The expense of transportation by land or water, if for any considerable distance, is the most material item in estimating the cost of coals.*

10. The idea of Nova Scotia coals, that must pay a rent charge of two shillings per ton before leaving the pits, that must encounter the expense of transportation by sea of 700 miles to Boston, or 900 miles to New York, or 1200 miles to Philadelphia, and then be transhipped and sent overland, either through canals or by railroads, or up rivers, to the places of consumption in the interior; and there undersell our coals raised in the vicinity, is utterly preposterous. Our coal fields and mines are as rich and productive as any in the world; and, as heretofore observed, the kinds and qualities of our coals in the different sections of this Union, embrace nearly every known variety; though, it is conceded, that the Nova Scotia coals are different in one or two particulars from any description of our coals usually found in the markets of the Atlantic cities of the Middle and Eastern States. So far as that difference constitutes any superiority of the Nova Scotia coals for any specific use or purpose, they will find a market in those cities, but no farther, as it is undeniable, that for general utility, they are decidedly inferior to our coals.

11. Another important advantage possessed by the domestic coal interests of the United States over foreign coals is, that purchases of our coals can ordinarily be made by *consumers*, on easier terms, and with greater convenience, than can purchases of foreign coals; and so as to save the expense of the intervention of the numerous "*middle-men*" between the coal producer and the consumer, which cannot well be avoided in purchasing *foreign* coals. In the neighborhood of our collieries, and in the vicinity of our primary coal marts, other domestic products or manufactures are often *bartered* for coals, and with mutual advantage to both parties. Arrangements for credits upon purchases can ordinarily be more readily made between the vendor and home purchaser of domestic coals, than in respect of purchases of foreign coals. In many cases, except in the large cities, sales of domestic coals are not regulated by the strict rules of commercial usage, controlling those of *foreign* coals. The practice in the United States, pursued more perhaps than in any other country, by all who raise products, of dispensing with mercantile agents, and interchanging with one another their domestic commodities for home use and consumption, has grown up from relations and associations originating in different ways, sectional, State, neighborhood, social and personal in their character; but the custom is so deeply rooted that it cannot be changed. As to the domestic coal trade

* NOTE.—Some years since, two French metallurgists were sent to Great Britain from France, to examine and report as to the British mines, &c. In reporting as to the Iron furnaces near Glasgow, Scotland, these gentlemen (M. Dufrenay and M. De Beaumont,) say: "The establishments in the environs of Glasgow have the *inappreciable advantage* of being placed in the centre of a coal basin, in which are found united, the coal, the mineral of iron, the flux, and almost always the refractory clay necessary for the construction of furnaces. Where all the material is taken from the same mine, any number of furnaces and rolling mills can be included in one gigantic establishment, and the costs of superintendence and administration, which are borne by coal, in many of the works required in this country to produce the same quantity of iron, are there united to one. Favored by these facilities, the Scotch furnaces are able to make iron at a cost of only £2. 0s. 3d. per ton."

in this regard, it will require something more than the release of the duty on provincial coals to unsettle it, and change the established channels through which it has been conducted. Our people have become accustomed to this mode of doing business. Many different, important, and influential interests are combined to preserve the present course of trade, and it cannot easily be subverted or disturbed.

12. The statement A in the *appendix* shows that the "Mining Association" of the British provinces have had the management of the coal fields upwards of a quarter of a century, and commenced working the Pictou and Sidney mines as long ago as 1827; and yet, not 200,000 tons of coals have been raised from the mines in any one year. It would be a deplorable confession of our lack of enterprise and industry, and of our inferiority to the Nova Scotians, for us to apprehend (even if a change of the control of the mines favorable to their increased production should take place,) any injurious competition from them in coals, either in our own, or foreign markets. If it were possible that the entire laboring male population of Nova Scotia could engage in coal mining, they could not produce two millions of tons of coal annually. If they bought all their food, and drink, and raiment, all their necessaries, and luxuries, abandoned fishing, ship-building, and agriculture, and other employments of manual labor, and devoted themselves exclusively to raising, shipping, and selling coals to the United States, they could not materially affect the domestic coal interests of this country.

The stimulant to increased production given by the abrogation of the United States duty of 30 per cent. cannot provide them the *means* of increase; it will not change the tide of European emigration from the United States to Nova Scotia. The exoneration of their coals from this duty will not have the talismanic power of *creating* additional labor to raise, transport, and ship their coals; or to give the population of Nova Scotia, and the other colonies, the ability to consume, or otherwise advantageously dispose of the additional stores of our manufactures and products, which they must receive in payment for any augmented shipments of coals to us. In truth, its effects in any way will be limited as to both countries.

13. There is another consideration that should not be wholly lost sight of. The statement A shows the character of the "gigantic monopoly," controlling the Nova Scotia and Cape Breton coal mines, compiled from unimpeachable authorities. An American author of high intelligence, Mr. R. C. Taylor, of Pennsylvania, in his "Statistics of Coal," in writing on this very subject,* ridicules the apprehension of competition from these mines, managed under what he styles "the deplorable

* NOTE.—Mr. Taylor, at page 189 of his valuable work, says: "In reciting these details, we, as well as our readers, cannot omit to remark the injurious magnitude of such *gigantic monopolies* as the one before us. In this case it covers an extent of more than *twelve millions of acres*, or three times the size of Wales. It is scarcely necessary to say that its tendency is to impoverish the people; to destroy all energy in cultivating the abundant natural resources of a fine country; to prevent all fair and wholesome competition; to narrow the scope of active and productive industry; and to discourage all individual and general enterprise. On the continuance of such a deplorable system, the rival coal proprietors of the United States, may well found their calculations of a remunerative internal trade in coal at home, with even greater safety and certainty than on the influence of tariffs, and the restrictions of international regulations."

system," which must continue to be so long as the monopoly is continued.

But even if the effect of the proposed arrangement should be contrary to the opinions now advanced; if the prices of domestic coals to New England, and other consumers of the United States, are cheapened by the proposed reciprocal arrangement, the result should not be deprecated by this country. The advocates of the doctrine of protection to our domestic manufactures—our iron, cotton, and woollen establishments, whose aggregate capitals now exceed \$200,000,000, surely ought not to object; for all those manufactures will be *immediately and directly benefitted*. So will our immense steam navigating interests on the seas, and in our rivers and lakes; and so will every branch of "home industry" that employs steam power and uses coals for fuel. It does not follow that a reduction of the price of coals involves the substitution of foreign coals for domestic coals. The eastern manufacturer wants the domestic markets of Pennsylvania, Virginia, and Maryland, and the markets in their vicinity, West and South, wherein to dispose of his manufactures. If New England abandons the coals of those States, she is certain to lose (to some extent at least) their markets. Trade will regulate itself as to prices, and as to buyer and seller. It languishes when it ceases to be an interchange of commodities, at fair prices, to both. If domestic coals are reduced in price to the New England manufacturer, by allowing the introduction of Nova Scotia coals free, he is enabled of course to *manufacture cheaper*, so that, in fact, the same *quantity* of Pennsylvania, Virginia, or Maryland coals will buy a like quantity and quality of manufactures as at this time. If the prices of the manufactures are lessened in a corresponding ratio to the diminution of the present price of coals, the coal producers and the manufacturer mutually realize the same profits as now.

A careful and impartial consideration of all the premises, it is submitted, will result in the conviction, that any alarm lest the exoneration of Nova Scotia, or other provincial coals, from the duty of 30 per cent. now levied in the United States, or from all duties, may be fraught with ruin to our domestic coal interests, is causeless. Pictou, or Sydney, or any other provincial coals, cannot thereby be enabled to supplant Pennsylvania, Maryland, or Virginia coals in the New England markets, or even to affect, injuriously, our domestic coal interests, whether of capital or labor, there or elsewhere. In truth the fear that our domestic coal trade, now amounting to more than *nine millions of tons* annually, and increasing at least half a million of tons every year, and the supply not then keeping up with the increasing home demand, can possibly receive detriment from the competition of the comparatively insignificant product of the provincial coal fields, that yield less than 200,000 tons per annum—from which, too, shipments cannot be made but about half the year, and the coals also being all of one kind—and, if all the available aid in labor, shipping, and capital that can possibly be obtained to increase their production be estimated, and supposing that the colonies can consume or dispose of our products or manufactures, adequate to pay for the apprehended increase of the quantity of their coals sent to the United States. 'U, it is conceived, be regarded as absurd,

by practical men of an ordinary degree of commercial intelligence. Instead of arguments of this character against the onerous tax, the people of the United States are compelled to pay for the privilege of using foreign coals, the possessors of coal fields, who entertain any such apprehensions, ought to use more economy, and superadded energy and industry, in working their mines and transporting their coals to market. And such means may be safely and fully relied upon as all-sufficient to prevent Nova Scotia coals, and in fact all foreign coals, from injuriously affecting their just interests. Monopolies, created by legislation and upheld by legislation, are partial and odious. Monopolies of energy, enterprise, and industry, not founded on invidious legislative protection, are the reverse. Experience has shown that, in analogous cases, the timidity and selfishness of property has imagined like evil results that never occurred.* In this instance, the objection is a mere scarecrow.

*NOTE.—A memorable example of this occurred in 1846, when the coal interests remonstrated against the reduction of the duty of \$175 per ton on foreign coal, and predicted the destruction of the home coal interests. The intelligent Mr. R. C. Taylor, of Pennsylvania, in his work, before cited, published in 1848, says:

"Coal trade between British America and the United States."

"During the discussion of the United States tariff bill of 1846, much anxiety was felt and expressed in the United States, but especially in Pennsylvania, as to the effect which a remission of so large an amount of the duty then imposed on the introduction of foreign coals might have on her home trade.

"It was shown, and may be confirmed by inspection of our own tables, that while with the 1842 tariff duty of \$1 75 per ton, the increase of bituminous coal from the colonies into Boston, its principal market, was, in 1835, sixty-five per cent. over the supply of 1844, the increase of Pennsylvania anthracite in the same market, and at the same time, was only eighteen and one-half per cent. It might with good reason, therefore, be inferred that on reducing the duty to about one-third of the sum heretofore paid, the consequences would be a diminished demand for anthracite, and the almost total exclusion of American bituminous coal from the Eastern States.

"This has not proved to be the result, for while the foreign coal of Boston, for instance, has remained nearly stationary under a low tariff, the home trade in anthracite has trebled.

"It seems to us that there is one view in relation to a reciprocal trade in coal which has heretofore been overlooked. Thus, Canada, although just now not a very important customer, is a purchaser of American coal to a certain extent. Thus again, while the provinces of Nova Scotia and New Brunswick obtain a limited number of customers from one or two American ports in their vicinity, the coal proprietors of Pennsylvania, of Ohio, and ultimately of Michigan, will, in their turn, supply the adjacent provinces of Canada with the fuel of which they are in need. The colonial government imposes no tariff on this importation, although the American duty is 30 per cent. on what is received in the United States, a tax equivalent to 65 cents per ton. As there exists no coal formation in all Canada, along a frontier of more than a thousand miles, as the wants of the people increase, as manufactories occasion new demands, with an increasing population, as the recent requirements of smelting within the mining regions call for an adequate supply of mineral fuel, it does appear to us that the Canadian provinces are destined to become extensive recipients of American coal, and to an amount ultimately that will immeasurably exceed the amount of Nova Scotia coal which may reach the American Atlantic ports.

"In consequence of the reduced duty on coal imported into the United States, an additional impulse was given towards the close of 1846 to the trade in coal from the British colonies. Some cargoes, of from 300 to 400 tons burthen each, were, on the passing of the act of Congress of July, 1846, at once chartered in London for this trade. The deep waters of the North Eastern coast allow the largest class of vessels to take in and deliver cargoes of Nova Scotia and Sydney coals, and hence they could bring it at a lower rate than the small vessels, which convey the Pennsylvania and Virginia coals, independently of avoiding the heavy charges on the American coal by railroads and inland navigation.

"For four years the admission of Nova Scotia coal had been increasing in the Eastern ports for the iron and other manufactures, for the supply of the Cunard steamers, and for various uses, in the face of a protective duty of \$2 25 per chaldron. With a diminished duty, therefore, it is probable a considerable demand for this description of coal will take place in these ports.

Neither the coal proprietors, nor the coal laborers, nor the coal consumers of this country, nor any interest of consequence, can be jeopardized by the proposed exoneration.

And if the proposed arrangement should cause a *large* increase of the shipments of coal from Nova Scotia to the United States, it is presumed that the exports, from the United States to Nova Scotia, of the cotton, rice, tar, pitch and turpentine, tobacco, and other products of the southern States; and of the flour, provisions, &c., of the western States; and of the anthracite and semi-bituminous coals of the middle States; and of the manufactures of the middle and eastern States, *via* our Atlantic ports, will be augmented *pari passu* with the increase of our imports of Nova Scotia coals. This must be the inevitable effect of the laws of trade, unless we send the specie to Nova Scotia to pay for the coals. It is probable, also, that such augmentation of our exports, in return for any additional quantity of Nova Scotia coals we may buy, will not be limited to the increase of our imports of coals merely. The effect of opening the Nova Scotia coal-trade, if such increase should take place, will reach every article of trade and commerce between the United States and Nova Scotia, and especially those proposed to be reciprocally exempted from duties. Commerce begets commerce. And it is not doubted that, if the Nova Scotia coal-trade should increase, its direct effect will extend to, and have a beneficial influence upon, all the trade and commerce between the United States and New Brunswick, Prince Edward's Island, and Newfoundland, and soon reach and improve that between the United States and Canada. It will tend to stimulate and invigorate all our commerce with all of the colonies, and give it activity, value, and permanence. The benefits thus resulting to various interests of the United States, will more than counterbalance all the apprehended detriment that this country can receive by the cheapening of Nova Scotia coals, and our domestic coals, in our own markets, and to our own consumers, if such should be the result.

That the foreign-coal trade of the United States, or so far as it respects the importation of coals, and especially of coals from Nova Scotia, is now chiefly carried in foreign vessels, is shown by statement F, ante p. 6. As before stated, these importations are principally into Massachusetts, with small quantities to Rhode Island and New York. Some few vessels belonging to the United States, since the amelioration of the British navigation laws, obtain freights in New York, or in New England ports, for Nova Scotia, Newfoundland, Prince Edward's Island, or the New Brunswick ports on the gulf of St. Lawrence, or the French Fishing Islands of St. Pierre, or Miquelon, and make up their return cargo in part with Pictou or Sidney coals; but the trade is not very profitable to them. The same statement shews that in 1853, *three-fourths* of the entire trade between the United States and the coast and island colonies, was in British colonial vessels. The carrying trade

☞ "1848.—The expectation suggested in the last paragraph has not been exactly realized. That there has been no larger demand for the provincial coal we ascribe only to the simple fact that no bituminous coal will hereafter be able to supplant the use of anthracite for general purposes, and especially for domestic use."—See page 200, "Statistics of Coal."

between the United States and Canada, is quite equally divided between United States and Canadian vessels.

It is not doubted that the opening of the Nova Scotia coal-trade, and the augmented commerce produced by the proposed system of reciprocal exemption of certain leading articles from import duties, will give a larger proportion of the carrying trade between us and the coast and island colonies, and between us and Canada, to our vessels. Our shipping merchants can then carry produce and manufactures from all of our ports in their own vessels to the colonies, and dispose of them profitably; and a cargo of coals and other exempted articles which, if sold in the United States for cost and expenses, and reasonable freight, without profit, would be advantageous, as employment is thereby afforded their vessels.

The fact that our Canada and other colonial trade and navigation now employ about $\frac{1}{10}$ of the seamen, men and boys, of our entire mercantile marine in foreign trade, (as is shown by statement F, ante p. 6,) is worthy of consideration. The entire *personnel* of our mercantile marine in our foreign trade, is now about 145,000 men, and 1,500 boys, in all about 146,500, and it appears that the navigation of our vessels in the trade with Canada and the other four British North American colonies, in the year ending June 30th, 1853, employed 54,420 men, and 1,200 boys, in all 55,620. Next to the whale, and cod, and mackerel fisheries, our trade and navigation with these colonies is the best nursery of, and school for, hardy, intelligent, and patriotic native American seamen, possessed by the country. *This is a national interest of high importance, and ought to be fostered and cherished by every national statesman.* Additional employment to this branch of our navigation will stimulate and encourage the augmentation of a class of seamen, that whilst in peace they will aid in the extension of our commerce over every sea, may, in all emergencies, be implicitly relied upon to defend the rights of their country, and to sustain the honor of its flag upon the ocean in time of war.

The main object of those who understood the subject, in imposing, by the tariff of 1842, the exorbitant duty of \$1 75 per ton (about 69.28 per cent. ad valorem) on the importation of all foreign coals, was to repress the introduction of *British* coals into the United States, and thereby protect and encourage chiefly the domestic coal interests of Pennsylvania, Maryland, and Virginia; for if the measure affected the ultramontane coal interests at all, it was very slightly. And when the tariff of 1846 was passed, that this high exaction was *only* reduced to 30 per cent. ad valorem may be ascribed also to the desire to maintain the same domestic coal interests. The coals of the provinces were not really regarded by the intelligent statesmen who favored the domestic coal interests, as of sufficient consequence to require such measure to prevent competition by *them* with our coals, nor worth special exemption from the duty. The proposed reciprocal arrangement does not, if adopted, affect the duty on *British* coals, or *any* foreign coals, except those of the five British North American provinces. If the present tariff is not modified, the duty on British coals will remain as heretofore, since 1846. If Mr. Secretary Guthrie's recommendation is adopted, the duty will be reduced to 25 per cent. ad valorem; or if the new

tariff bill reported in the House of Representatives is passed as presented, the duty will be reduced to 20 per cent. ad valorem. Many complain of the duties on coals because they are articles of general necessity, and should be cheapened as much as possible to the consumer; and they insist that the present, and both the rates proposed as substitutes, are too high. The various manufacturers who use mineral coals, and especially the iron, and cotton, and woollen manufacturers, contend that coals should be regarded the same as "raw material" for such manufactures, the taxation of which injures and discourages, instead of protecting and encouraging the manufacturer. They contend that, in proportion as the raw material is cheapened, they are enabled to furnish the manufactures cheaper. It is significant, that in many and various memorials to Congress, and pamphlet publications found here, made by those who ask for federal legislation in aid of our "home industry" engaged in the making of iron, the protection, in the same mode, of the domestic coal interests is not referred to favorably.* *In truth, the iron interests, and the coal interests, are in this respect antagonist to each other.* The iron interests of the Atlantic States desire foreign competition with our domestic coals, in order that the prices of both may be reduced, and that they may have a greater variety. And the interests of the other manufacturers using mineral coals, and of owners of steam mills, and of those concerned in steamships and steamboats, (which two last-named interests have increased vastly within the last ten years,) and others concerned in steam, are all on the side of "free trade in coals." Inasmuch as the southern portion of the confederacy below the parallel of 35° north latitude as yet uses but few mineral coals, the enhancement of the prices of foreign and domestic coals some 20 or 30 per cent. in our Atlantic cities, by a duty on imported coals to such amount, it is argued is no detriment to that section; and also that, as below the same parallel there are but few domestic coals raised, except for consumption in the neighborhood of the mines, the benefits directly accruing to that section from the protection and encouragement of the domestic coal interests are quite limited. There are, however, statesmen who regard the high duties on coals as detrimental to the Southern cotton, rice, and tobacco interests, and to the Western grain and provision interests, and, in fact, to all our *export* interests. One of the injurious effects is to destroy the British markets for our products exported to the extent of the value of the British coals that would be exchanged for such products and imported into the United States but for the high duty; though at this time or hereafter it is not supposed that, if the present duty was wholly released, the shipments of British coals to the United States would be very greatly increased. Our imports in 1853 from Great Britain and Ireland were but 109,751 tons, of the value of \$275,335; but other circumstances than the high duties now operate to prevent any large importations of coals from Great Britain to the United States. If such

* In the memorial of the iron manufacturers of New England to Congress, asking for a modification of the tariff of 1846, presented in 1850, prepared by John L. Hayes, esq., of Maine, which is, perhaps, the ablest and most ingenious pamphlet published on that side of the question, at page 17, coals are referred to as not needing protection, because under the tariff of 1846 "the price of combustible has increased."

increase was to take place, it would not affect any coal interests but those of the three Atlantic States above specified. It could not injuriously interfere with the coal interests of the *interior* States. The State of Illinois, having the most extensive and valuable coal fields of any State of the confederacy can never apprehend any injury to its coal interests from foreign competition in any quarter; nor can Iowa, that is supposed to rank next to her; nor Kentucky, that ranks next after Pennsylvania; nor Ohio, that ranks next after Kentucky; nor Indiana, Missouri, Michigan, Tennessee, and Wisconsin, that rank next in the order named. On the contrary, it may be confidently predicted that within a few years, so soon as the internal improvements already in progress, affording facilities for the transportation of *their* coals to the Atlantic markets, are completed, the competition of the *ultramontane* States with the Atlantic States in mineral coals will so reduce the price of our coals that there will be no rivalry from Great Britain, or the British North American colonies, or from any other quarter of the old or new world, in *that* commodity. It is believed that in less than twenty years there will be none but adventitious and incidental importations of foreign coals into the United States; and that we shall annually export hundreds of thousands of *tons* to other countries, and be enabled to undersell most foreign coals.

During the times when the doctrine of "protection of domestic industry" by a high tariff was in vogue, the most popular argument urged in favor of that policy was, that the result would be that our country would avoid all danger of ever being "*dependent*" on any foreign country. But now, no intelligent citizen of the United States indulges any apprehensions that the free people of this confederacy can ever be made, by *governmental* action or non-action, at home or abroad, "*dependent*" to an unwise extent, or unprofitably, and for a long time, upon the people of any country on the face of the globe, for any article of necessity, or for but very few other commodities of high importance. Bounded by the Atlantic and Pacific oceans, with Europe and Africa on the one side, and the isles of the Pacific and Asiatic seas, and China and the East Indies, on the other, with the West Indies and Cuba contiguous to, and Mexico bordering us, on the south, and on either ocean having ready access to the States still further south of both American continents; extending over upwards of 57 degrees of longitude; and from the 47th to the 24th parallel of north latitude on the eastern, and from the 49th to the 31st on the western side, with mighty rivers emptying into the Gulf of Mexico, or one or the other Ocean, reaching into the interior in every direction, and vast inland seas lying on our northeastern margin; with hundreds of millions of agricultural lands of unrivalled fertility, producing every agricultural product known to the same latitudes in other parts of the globe, and many not produced in other countries within the same parallels; with unnumbered herds and flocks; with prolific lake, river, and coast fisheries; with boundless forests of valuable timber; with exhaustless stores in our mountains, plains, and valleys throughout the Union, either of iron, copper, lead, zinc, coals, or gold, &c., comprising every variety of metals and minerals; rich in manufacturing, commercial, and maritime resources; and, above all, with a people free to exert their industry as they may choose, and of

unsurpassed intelligence, enterprise, and energy; the idea of any "*dependence*" by the United States upon any other country *for anything* is out of the question.

One single product of our Southern States controls the labor of more than three millions of the population of Great Britain and Europe, and its being withheld from them for one year would involve them in distress. With the variety of climate of this confederacy, and its diversity of products for human subsistence, it is quite improbable that *famine* will ever extend over it all at the same time; and the same remark may be made as to the prevalence of pestilence in the United States. Countries that do not possess such variety of climate, and rely mainly upon the production of one or two articles of subsistence, liable to be affected by the same causes, are more exposed to such calamities; as was the case of Ireland in the famine of 1847, on the failure of its potato crop by the rot. But, in this country, a failure of crops in one part, or a failure of one product, can generally be supplied by the production of the other sections, or of other products not likely to be affected by the same causes; and such domestic products may be conveyed with facility and cheaply by our rivers, canals, and railroads, pervading every portion of the Union, (excepting as yet the newly acquired western and southwestern countries, and the Pacific region,) and thereby all necessity for a resort to *foreign aid* is avoided. The British North American colonies have not, of themselves, such resources. Their productions, whether of the forest or of the field, of the earth or of the sea, are more limited in variety, and particularly as to articles of necessity for human subsistence. They produce few of such articles in great abundance. They produce still fewer articles that are indispensable that we do not produce, or for which we have not available substitutes. We produce everything they can need in any exigency. Consequently the colonies must necessarily be dependent chiefly upon us, their nearest neighbors, in times of scarcity to supply a deficiency in the articles they produce, and at all times for the numerous articles that they do not produce, *and that we do*. To this inexorable decree of the God of nations, regulations as to trade and commerce made by either government must in the end yield. And, therefore, whilst we do not in any degree jeopard our independence by throwing open our ports, and our trade and commerce, wide and free, to these colonies, every such measure *increases and strengthens their dependence upon us*.

A statement annexed exhibits the coal statistics of the United States for 1840 and 1850, as compiled from the published and unpublished census returns of those years. It is to be regretted that they could not have been furnished less imperfectly. The detailed returns of some of the assistant United States marshals, who took the census of 1850, are represented to be confused and irregular. Those returns do not profess to give an account of any establishment, or manufactory, or work, or mine, of which the annual product is less than \$500; and it is believed they *understate* the statistics as to those of which such product is over the sum specified, and many establishments are altogether omitted, and most of the compilations *understate* the marshal's returns. The officer having charge of the unpublished schedules, in communi-

cating the paper from which the annexed statement has in part been prepared, says, "I believe the returns will be found to be in many cases greatly *short of the fact*." Though after laborious examination of the different census accounts of 1850, to discover desired statistical information, the only thing certainly ascertained and established has been, that those who are in search of *authentic* and full information, if not satisfied of their disappointment in that quarter, are sure to be misled; insomuch as the unreliable character of these census reports is pretty generally understood, they have been appended hereto, to pass for what they are worth. They can do no harm. The following is a synopsis of them:

Published census accounts of 1840, p. 355.

Anthracite coal raised in the United States in 1840.....	tons 863, 849
Semi-bituminous, bituminous, and cannel coals raised in the United States in 1840, 27, 603, 191 bushels, at 28 bushels per ton	985, 824
Number of men employed in raising anthracite coal.....	3, 013
Do.....do.....do.....other coals.....	3, 768
Capital invested in raising anthracite coals.....	\$4, 355, 602
Do.....do.....other coals.....	1, 868, 862
Coals consumed in 1699 iron manufactories in 1840, (p. 354,).....	1, 528, 110

Unpublished census accounts of 1850.

Number of coal-raising establishments.....	383
Product (bushels of coal at 28 bushels per ton).....	tons 4, 408, 750
Value at pits of coal raised.....	\$6, 299, 376
Number of men employed.....	13, 875
Monthly wages.....	\$304, 975
Capital invested.....	\$7, 992, 731

Whenever any State is omitted in the official return, or evidently stated incorrectly, the proper quantity has been estimated, and in every such instance it is so stated.

The foregoing items from the unpublished accounts of 1850, being, as before observed, exceedingly deficient and imperfect, some remarks and notes are subjoined to the statement, to which attention should be given.

The *published* accounts of the census of 1850 furnish some data as to the coals consumed, in the United States in that year, ending June 30, 1850. The items below given are taken from the "*Abstract of the Census*," (pp. 154 to 160,) which book seems to have been prepared with care and statistical ability.* The number of colliers or

* *NOTE.*—There were in 1850 colliers or coal traders 2,948; employed in coal mines, 14,437; in cotton factories, 34,409; in woollen factories, 21,720; in iron foundries, furnaces, and rolling-mills, 57,579; lime-burners, 1,732; in saw, planing, and grist mills, 47,409; in glass factories, 5,433. Black and whitesmiths, 99,703; armorers, 469; bell and brass founders, 1,353; instrument-makers, 2,756; boiler-makers, 1,581; brass and composition-makers, 573; copper-smiths, 1,760; cutlery-makers, 892; file-cutters, 291; gas-fitters, 564; gas-makers, 143; gun-smiths, 3,843; iron founders, 9,278; iron-workers, 5,008; machinists, 24,095; nail manufacturers, 2,046; saw-makers, 554; tin-smiths, 11,747.

The commerce and navigation report of 1850 shows the United States had then 525,946 tons of steam vessels. Since 1850 there has been built—in 1851, 233 steamers; in 1852, 259 steamers; and in 1853, 271 steamers; in all, 760, and the tonnage is stated at 604,616 tons, and it is estimated there are 2,000 steam vessels. There are upwards of 20 steamships and vessels in the naval revenue, and coast survey service, and six new steam frigates are to be built. The United States use at least 50,000 tons of coals annually in the different branches of the public service.

coal traders in the United States in 1850, 2,948, and in which none are allowed to either Pennsylvania or Louisiana, and the numbers of different occupations, &c., &c., have been taken from the published "Census Report," p. 57 to 79, &c.

COALS RAISED AND COALS CONSUMED IN THE UNITED STATES IN 1850.

Domestic coals consumed in United States in 1850, from "Abstract of Census," pp. 154 to 160.

	Tons.
In 1094, manufactories of cotton goods.....	121,000
In 1,559.....do.....woollen goods.....	46,370
In 377.....do.....pig iron.....	645,242
In 1,391.....do.....castings.....	190,191
In 429.....do.....wrought iron.....	538,063

Total quantity.....	1,540,965
The exports of domestic coals same year, as per United States Report on Commerce and Navigation, for 1850, p. 40, were, (value, \$167,090).....	38,781

ADD:	
Estimated quantity of domestic coals consumed in the United States in 1850, for all other uses and purposes than above specified, and under statement of quantities above given, as was used in the manufactories mentioned.....	5,500,000

Estimated total quantity of coal raised in the United States in 1850.....	7,079,746
The tons are estimated at 28 bushels per ton, and weighing 2,240 pounds.	
The estimated value of the coals raised, (7,079,746 tons,) at \$2 50 per ton, average, for all kinds of coals, and in the various different localities where they are raised, is \$17,699 38.	

The "Abstract of the Census" (*ibid*) states, also, that the quantities of "coke, culm, and charcoal" used in the United States in the same manufactories above mentioned were as follows:

	Bushels.
In pig iron manufactories.....	54,165,236
castings.....	2,143,750
wrought iron.....	14,510,828

Total.....	71,819,814
What quantities of "coke, culm, and charcoal" were used in same year, 1850, for uses and purposes besides those above specified, cannot be stated from any certain data.	

The imports into the United States of foreign coals for same year, 1850, and the exports of foreign coals same year, were as follows, (vide statements B, C, and E):

	Tons.	Value.
Imports of foreign coals into the United States in 1850.....	180,439	\$378,817 (p. 256)
Exports.....do.....from.....do.....do.....do.....	6,480	66,962 (p. 123)

Foreign coals consumed in the United States in 1850....	173,959	311,855
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The memoranda in the appendix contains estimates of the quantities of all the mineral coal (anthracite, semi-bituminous, bituminous, and cannel coals, &c.) raised in the United States, in the year ending June 30, 1854; and also of the quantities supposed to have been raised in several of the different States, in the same year, upon which the estimate as to 1854 are in part based. The absence of authentic and certain data whereon to found these estimates precludes the idea of their being advanced as any thing else than conjectural indices, or approximations to the true quantities. Notice is made also of the movement and progress of the domestic coal trade, prices of different

coals at different places, in past years, and in 1854; and the extraordinary increase of the raising of coals since 1819, unparalleled by that of any product of this country, and it is believed of the world, (except the cotton crop of the southern section of the United States,) is also shown, and of the cost of transportation and prices of freights between different ports and places. The statistics therein given have been gathered from commercial newspapers and other publications of the United States. All the statements presented with this paper, stated to have been compiled from the returns of the United States Treasury, may be fully relied upon, as may also those taken from the official British and provincial returns.

An intelligent Boston merchant has suggested that the quantity annually used by New England, for two or three years past, of Pennsylvania, Virginia, and Maryland coals, is an average of about 1,100,000 tons. A careful consideration of the statistics now presented has induced the opinion that the quantity stated is too small. This opinion is strengthened into conviction by the fact, (proved beyond all question by the census returns for 1850,) that in the year named, *at least* 153,000 tons of mineral coal were consumed by the New England cotton, woollen, pig iron, castings, and wrought iron manufactories; and at least five and a half millions of bushels of coke, culm, and charcoal were also consumed in that year, in the same pig iron, castings, and wrought iron manufactories. These quantities do not include the coals &c., used for railroad locomotives, for domestic fuel, for glass manufactories, for gas, for other manufactories and mills, for printing presses, for steamships and steamboats, and many other purposes. They do not include the consumption by those whose establishments did not produce over \$500 annually. Nor is the consumption of these coals, &c., by the 13,932 black and white smiths, the 286 armorers, the 81 instrument-makers, the 90 boiler-makers, the 101 brass and composition-makers, the 485 cutlery-makers, the 318 glass manufacturers, the 46 file-cutters, the 301 gunsmiths, the 9,741 machinists, the 940 nail manufacturers, the 69 saw-makers, the 2,124 tinsmiths, or the 143 plumbers, &c., &c., in the six New England States (vide Census Report, preface, p. 57, &c.) included. Considering the increased consumption since 1850, it is confidently assumed that not less than *two millions of tons* of mineral coals, &c., were consumed in New England during the fiscal year ending June 30, 1854. And nearly all of these coals were *domestic*, and from the three middle Atlantic States, before-mentioned; and nearly the whole of the coke, culm, and charcoal used by the same consumers, and others in the United States, *was* domestic also, as but fifty tons were imported into the United States, in 1853, and none in 1852. Not more than 110,000 tons of foreign coals, of which say about 20,000 tons was probably British, and 90,000 tons Nova Scotia coals, it is estimated were used in all New England during the year 1854. The total *imports* of all foreign coals into the United States in 1853, less the *exports* of same coals, was 231,009 tons, of which 108,831 tons were from Great Britain and Ireland, and 120,764 tons from the British North American Colonies; and of which it is estimated that one-fifth of the European coals, and four-fifths of the provincial coals, so imported, being near the quantities just specified, were consumed

in New England in 1853. As the imports of foreign coals have not increased in the last year, the same estimate is made for 1854. The domestic coals exported in 1853 were 79,150 tons. The quantity has increased in 1854. It is supposed that the domestic coals sold to foreign steamers for fuel, on their voyages from our ports on the Atlantic, in the Gulf of Mexico, on the Pacific, and in the great lakes, (and therefore for *foreign consumption*, though not included in the accounts of domestic *exports*,) if the quantities could be obtained, when added to the *exports*, would nearly equal the total of all the foreign coals imported and used in the United States. As before noticed, there is sold annually in Boston and New York quite 50,000 tons of Pennsylvania, Virginia, and Maryland semi-bituminous and bituminous coals to the British Cunard steamers alone.

Estimating the annual increase since 1850 at ten per cent. per annum, the quantity of coals raised in the United States in 1854 would be as follows:

Quantity estimated to have been raised in 1850.....	7,000,000 tons.
Ten per cent. per annum increase for four years.....	2,800,000 "
Quantity raised in 1854.....	9,800,000 "

But to prevent the charge of over-estimate, the quantity is now set down at *nine millions of tons*, which is certainly beneath the true quantity raised, and this does not include the quantity of domestic coke, culm, &c., that cannot have fallen short of ninety millions of bushels in the same year.

A statement in *appendix* contains an estimate, based on the best authorities that could be procured for reference, of the acres in square miles of the coal-fields of some of the principal coal countries of the world, with their present supposed annual production and exportation. The areas of the different coal-fields of Great Britain and the British Isles and Ireland have been variously estimated. The aggregate area of those fields is now generally set down at 11,860 square miles.* The annual production of these mines has also been differently stated. The following statement gives the production for the year 1854 at forty-two millions of tons. The *consumption* and *exportation* is estimated as follows:

* NOTE.—The statement referred to shows that Great Britain is first of the countries of the old world as to extent of coal-fields, production, and exports of coals; but the single State of Illinois has *four times*, and Iowa has *twice* the area of coal-fields that Great Britain has. Virginia, Pennsylvania, Kentucky, and Ohio, each exceed Great Britain in such area; and Illinois, Iowa, and Virginia, each exceed such area in Great Britain and all Europe united. In production, Great Britain stands first, and the United States next; and of the United States, Pennsylvania far exceeds any other State in production, and in fact she produces more than half the entire quantity raised in the United States. The British North American provinces exceed in area the coal-fields of Great Britain and all Europe together, but do not equal Virginia, Iowa, or Illinois. See vol. 1, p. 26, Sir Charles Lyell's travels in the United States, describing the coal-fields of Illinois, Indiana, and Kentucky.

Production of coal in Great Britain and Ireland in 1854.

	Tons.
Domestic consumption and smaller manufactures.....	22,600,000
Production of pig-iron	9,500,000
Cotton manufactures.....	1,000,000
Woollen, linen, and silk manufactures, &c.....	400,000
Salt-works.....	700,000
Lime-works.....	1,300,000
Railroad carriages, steamers, &c.	1,500,000
Shipped from Great Britain to Ireland.....	
Home consumption.....	38,000,000
Exports to colonies, and to all foreign countries (see table 2 in Appendix for 1852)	4,000,000
Total production in 1854	<u>42,000,000</u>

Mr. McCulloch in his "Commercial Dictionary," of 1847, vol. 1, p. 298, London edition of 1850, gives the production at 34,600,000 *tons* for the year 1845. Mr. Spackman, in his work, published in London in 1847, styled "An Analysis of the occupations of the people," p. 96, estimates the total production for 1846 at 38,400,000 *tons*. Inasmuch as the official returns of the exports of Great Britain, for 1845, show that a greater quantity, by 731,000 tons, was exported to the colonies and foreign countries, than Mr. McCulloch allows, it is presumed Mr. Spackman is the most correct; and Mr. McC., in his "Statistical account of the British Empire," published in London in 1847, p. 599, says that 38,400,000 tons was, for 1846, "moderately estimated."* When it is considered that less than 1½ per cent. per annum is allowed for the increased consumption since 1846, and that no account is taken of the consumption of Ireland, except by including the exports to that island from Great Britain, it is believed this estimate of forty-two millions of tons, for 1854, will be regarded as equally "*moderate*." The estimated average value of these coals at the pits is about 10 shillings per ton, or £24,000,000. The average cost of these coals to consumers in cities and towns, to which they can be transported readily and cheaply, and to purchasers in ports of shipment abroad, varies from 11 shillings to 35 shillings per ton.

The vast resources of the United States, both in coal and iron; the nearer equalization of the wages of labor in this and the old World, continually taking place in consequence of the emigration of hundreds of thousands of the best European laborers hither every year; the fact that foreign capital is constantly seeking profitable and safe investments here, to escape the apprehended political convulsions in the old World; and the unequalled enterprise and industry of our people, caused by the cheering and invigorating influences of our republican institutions upon the working men, render it quite certain that in less than a quarter of a century we shall outstrip every nation on the globe in the production of coal and iron, and in the manufacture of iron; and that we

* NOTE.—See also on this subject McQueen's "British Statistics, (London, 1834,) pp. 70 to 74; Porter's "Progress of the Nation," (London, 1851,) p. 274, &c.; Marshall's "Statistics of British Empire," (London, 1836,) p. 237; official "Statistical Abstract for United Kingdom," to 1853, p. 16; R. C. Taylor's "Statistics of Coal," (Philadelphia, 1848,) pp. 257, 258, 259, &c.

shall be in advance of every other people in agricultural products, and in navigating and commercial resources.

Coal and iron have been and yet are two of the most important elements of the vast wealth and gigantic power of the British empire.* The attainment of her high position by us is not so likely to be accelerated or even aided by legislative restrictions, as to the trade and commerce between this and other countries, or legislative efforts by us to stifle or depress the industry of any other nation, as it is to be retarded by such measures. Whatever increase may occur in the quantity of coals raised in this country, it will be less attributable to legislative wisdom in imposing fetters upon the foreign coal trade, than to the superior natural advantages we possess in our rich and exhaustless coal fields; to the extended and increasing markets at home and abroad; to the rapidly augmenting facilities for the transportation of our coals from the interior to the seaboard markets, and to the energy of our citizens. No increase stimulated and quickened by restrictions in the form of onerous impost duties on foreign coal, can be depended upon as permanent. Prosperity thus created is factitious and in continual peril. The federal government may rightfully, and ought to, encourage, advance, and protect the development of our home resources by providing for the use in our public works, and by our army and navy, of domestic coals and iron, even if at higher cost than the foreign articles, when the quality is equal. But generally "*laissez les faire*," is the true rule that the coal and iron interests of the United States should maintain. Stringent courses as to the trade and commerce of any other country, even if in retaliation for illiberal restrictions enforced against us, cannot result in good to this, though they may harm the other country. It is believed such illiberal policy is discarded by a large majority of the people of the United States. For the last fifteen years the most enlightened and free nations of the earth have been maintaining and putting into operation the wiser principles of "*freedom of trade*." We are in practice behind several of them; for the average rate of duty imposed by the tariff of '46 is higher than the average rate prescribed by

* NOTE.—British authors, in writing upon this subject, say: "As respects the supply of coal, Britain is singularly favored; a large portion of the surface of the country having under it continuous and thick beds of this valuable mineral—vastly more precious to us than would have been the mines of the precious metals like those of Peru and Mexico; for coal, since it has been applied to the steam engine, is really hoarded power, applicable to almost every purpose which human labor, directed by ingenuity, can accomplish. It is the possession of her coal mines which has rendered Britain, in relation to the whole world, what a city is to the rural districts which surround it—the producer and dispenser of the various products of art and industry."—*McCulloch's Dictionary of Commerce*, p. 296. "The value of the mineral products of England would be greatly inferior to what it actually is, were it not for the abundant supply of good coal found in various districts of the kingdom. It cannot be necessary to point out the many advantages which it derives from the possession of our coal mines, the sources of greater riches than ever issued from the mines of Peru, or from the diamond grounds at the base of the Neela Mulla mountains. But for our command of fuel, the inventions of Watt and Arkwright would have been of small account; our iron mines must long since have ceased to be worked, and nearly every important branch of manufacture which we now possess, must have been rendered impracticable, or, at best, have been conducted upon a comparatively insignificant scale."—*Porter's Progress of the British Nation*, p. 273. "Our coal mines have been sometimes called the *black Indies*; and it is certain that they have conferred a thousand times more real advantage on us than we have derived from the conquest of the Mogul empire, or than we should have reaped from the dominion of Mexico and Peru."—*McCulloch's Account of the British Empire*, vol. 1, p. 597.

Tons.

22,600,000
9,500,000
1,000,000
1,600,000
400,000
700,000
1,300,000
1,500,000

38,000,000
4,000,000

42,000,000

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the latest tariffs of Great Britain and her colonies, of France, and other countries, and even of the Islands of Cuba and Porto Rico. The new tariff proposed by the Treasury, and that recently reported by the Committee of Ways and Means of the House of Representatives of the United States, do not bring down the tax on imports to be paid by the consumer in the United States to the scale adopted in the countries named. Of course, to arrive at this result in each instance, a few articles, such as tobacco, (which pays nearly 1200 per cent. in Great Britain,) are excluded from the general tariff. The highest duty exacted in the British North American colonies upon the importation of our products and merchandise into them, does not exceed 12½ per cent. ad valorem, and their free list is comparatively more liberal than ours; and it should also be borne in mind, that our products and manufactures are admitted by the colonies on the same terms as the products and manufactures of Great Britain.

The increase of the demand for coals in the United States will be caused by the increase of the use of steam power of all kinds, steam manufactories, mills, steam vessels, on the ocean and upon our inland waters, locomotives for railroads, and in the augmented use of coals for gas and for domestic fuel. Those most competent to form a correct opinion on this subject have not hesitated to express the conviction that, for many years to come, the supply in our country will not be equal to the demand for home consumption, and this year the deficiency will be near five hundred thousand tons, and that the demand will continue to exceed the supply, and require foreign importations to make up the deficiency until the coal fields of Illinois, Indiana, and Ohio, &c., are more fully opened, and a larger portion of their inexhaustible wealth brought into market. These coals do not, as yet, reach our seaboard markets, except in limited quantities. All the Atlantic cities rely principally on Pennsylvania, Virginia, and Maryland for domestic coal, and on Great Britain and Nova Scotia for their foreign coal.

The statistics annexed show how rapid has been the augmentation of Pennsylvania coals since 1819, and enable some comparison to be made between that State and other States.

In twenty years, it is repeated, *no foreign coal* whatever will be brought into the United States for use, unless of very peculiar qualities and for particular purposes. Great Britain and Ireland, it is stated, now raise 42,000,000 tons of coals annually, and export 4,000,000 tons, leaving 38,000,000 tons for home consumption.* Increasing as the

* NOTE.—Some English writers insist that the coal fields of Great Britain will yield a full supply of coals for several thousands of years—some for two, and some one thousand, and a few fall a little lower. Sir Robert Peel, when (July 25, 1834) he resisted the taking off the export duty on coals said, (vide "Peel's Opinions and Speeches," p. 441 :) "*I am not at all satisfied as to the proofs of the very abundant supply of coal in this country. I know that the reproduction of coal (and the evidence of reproduction is far from convincing; in fact, I may say that there is no positive evidence of a reproduction,) is not so rapid as the consumption. Then our legislature is surely not to contemplate merely the present interests of the country; it is bound to look forward, even for a period of 400 or 500 years. In matters of legislation or fiscal arrangement, the interests of remote periods ought always to be considered, unless some immense ultimate advantage is to be gained. I am not satisfied that the supply of coals in this country—I mean of coals lying so near the surface as to be procured upon cheap and moderate terms—is so abundant as some honorable gentlemen suppose. That somewhere in the bosom of the earth there is a supply that may last for centuries, I do not mean to deny; but*

use of coals is in the United States, it is not extravagant to estimate that, in twenty years, the home demand will exceed 20,000,000 of tons annually. The anthracite coal of Pennsylvania, Maryland, and Virginia will find its way west, and the bituminous coal of the same States continue to supply the Atlantic border; whilst the States of Illinois, Kentucky, Ohio, Indiana, Wisconsin, Iowa, and Missouri will meet the wants of the ultramontane region; but so soon as the railroad transportation contemplated is completed, all will send a portion of their vast stores of superior coal to the seaports for exportation, and at cheaper prices than any other coals can be supplied. A sagacious writer on the subject of the increase of coals in the United States estimates that, in less than thirty years, as much as 35,000,000 tons will be raised annually, and find a profitable market.

It is not a little extraordinary that, whilst most of the statesmen of this country denounce the restrictive tariff system, not yet extirpated from some of the despotic governmental senilities of the old World, and boast that we are in advance of mankind in respect to the doctrines of "freedom of trade," some of them still cling to the protective duty on coals, in the face of the fact that Great Britain, Austria, Russia, the Netherlands, the Hanse Towns, Mexico, Sweden, Cuba, and some of the British colonies, and several other countries, have released all impositions upon foreign coals, and admit them free of charge or impost.

And why should consumers of coal in the United States—the manufacturers of cotton and wool, and pig iron and castings, and other manufactures—the railroads, the gas-light consumers, the steamship and steamboat owners, and the hundreds of thousands who use coal—be compelled by law to pay a tax of 30 per cent. to the proprietors of domestic collieries for the privilege of using such foreign coal? If foreign coals are the *best* or the cheapest, there is no justice in coercing the coal-consumers to pay 30 per cent., any more than to constrain by law the consumers of coffee or tea, or marble, or spices, or wines, or watches, or other foreign product or manufacture, and of many other articles of foreign merchandise, luxuries as well as necessities, now imported free of duty or proposed so to be.

With respect to the British North American colonies, the trade and commerce between us and them should be regarded as an AMERICAN CONTINENTAL QUESTION. We should not be content with a narrow view of the present state of things merely. We should extend our vision to the future; and every American of intelligence must discern

if it has to be procured at such a cost as to render the price of coal in this country equal to what it is in foreign countries, there must be an end at once to the great advantage for manufacturing which we now enjoy." Again, June 18, 1842, (*Ibid* p. 442:) "Coal is an article not capable of reproduction, one which this country possesses in greater abundance than any other." And again, July 12, 1838, (*Ibid* p. 441:) "I have foreseen the consequences of permitting foreigners to purchase our coal free for many years. I foresee the injury it will be likely to create as regards competition with foreign manufacturers, and it is the fault of this House that an exception has not been made with regard to this particular article, thereby securing to England the elements of future prosperity." The British government, however, yielded to the clamors of the coal proprietors, (who, as all such interests are too prone, consulted their immediate present profit, rather than the welfare and future prosperity of their country,) and repealed the *export* tax on coals. The United States are forbidden by the federal constitution to levy any such tax, and, besides, we have more than twelve times the coals Great Britain has.

in that future the certain ultimate union of those colonies with the United States, if not in the same national government, in the closest bonds created by natural, commercial, and social relations, and connected and strengthened by the ties of interest growing out of their geographical relation to each other, and to us.

The great masses of the people of the United States, and of the British North American Colonies, speak the same language. They have similar laws, and like customs and habits; and there exists an unextinguishable congeniality of American sentiment and kindred feelings of American pride in both, which, if the United States are liberal as well as just, will secure to the colonies and to ourselves all the benefits which could result from the extension of our national governmental institutions over them, without any of the inconveniences or disadvantages or dangers which some apprehend may spring from their incorporation into the Confederacy. By the sedulous cultivation of the sentiments and feelings just adverted to, with them and with our sister American republics south of us, a truly "*American system*" may be established in this hemisphere, despite the restrictive measures of the governments of Europe; and which system would, in a quarter of a century, control the trade and commerce, and regulate the commercial law of the world. But if these colonies are *forbidden* by us to be our friends, if we treat them as if they were our enemies and antagonists, the very relation and position just referred to, as held by them to us, will tend to engender hostile feelings against us, and they will eventually become our enemies. Hence wise and patriotic policy should prompt every good citizen of the United States to cherish their good will—to foster and encourage every measure of conciliation, and to meet them on terms of liberal reciprocity, and even to go farther in that direction than in their present colonial condition they can go. The United States can afford to do this. If trade, commerce, and navigation were as free, unrestricted, and unfettered, between us and the colonies, with respect to all the products and manufactures of either, as they are between the several States of this Confederacy, it would be mutually beneficial.

The arrangement proposed should be regarded as an *American* arrangement, and not as a *British* agreement. It is true it must, at this time, be made with the Imperial government of the United Kingdom, though, it is probable, this is the last convention respecting the colonies as to which such necessity will exist.

The vastly superior strength and power of the United States, in comparison with the colonies, forbids the idea that an intelligent citizen of the United States can discover cause for serious apprehension of any great danger to us, growing out of any hostilities with them.

The rapid growth of all of the colonies within the last twenty years, their hardy population, their valuable resources, particularly their fisheries, and their present ship-building and navigating capabilities, are sure evidences that their increase in wealth and power will be hereafter certain, steady, and permanent.

In less than a quarter of a century, it is probable, the settlement of "Canada West" will extend to the Pacific, and cover Vancouvers island on that ocean. Considered as a distinct people, the five colonies are now, of themselves, the fifth in rank in navigation, having nearly

600,000 tons, with an aggregate of imports and exports exceeding in 1864 \$80,000,000; and as to available, practical, maritime resources and strength, they are in fact the fourth power of the world. It is estimated that one-third of their population have a practical knowledge of seafaring life. Their aggregate population is now nearly three millions, and equals that of the six New England States. Deduct their joint contribution to the navigating and commercial resources of Great Britain, from her statistics, and she loses her so long vaunted supremacy on the seas, and falls behind the United States.

The British North American colonies are, at this time, superior in every element of national strength and power, to the "old thirteen United colonies of America," when, in 1776, they dissolved "all allegiance to the British crown," and declared themselves "free, sovereign, and independent States." Some statesmen entertain the opinion that the probabilities of future collisions between the British colonies and the United States are stronger than as to any other people and the United States; and that a warlike contest with them, a few years hence, is more to be deprecated than a conflict with any European power, though the colonies should be unaided and alone.

As the coast and island colonies lie alongside of our commercial pathway across the Atlantic to northern and western Europe, in the event of war, the entire force of our present navy would be required to blockade the colonial ports and coasts for the protection of our European commerce. Doubtless they could assail us in this way to our serious annoyance; and we could also, in such war, injure the colonies greatly; but, in the end, their harm would be our loss, as damage to us would, in the same manner, recoil upon themselves. No one can hesitate to concede the folly of such conflict on the part of both. Evil would ensue to both, but no possible good could grow out of it to either. The idea of a *subjugation* by the United States of the colonies, and retaining them against the wishes of the people, (if it was not repugnant to the principles of our government,) is as impracticable as was the resolution of the ministers of George the Third, seventy-eight years ago, to reduce our rebel forefathers to submission.

Insomuch, therefore, as history teaches, among other lessons of the perversity of mankind, that the very causes which *ought to prevent* collisions and wars between contiguous nations *often create them*, and that always when hostilities do ensue these causes augment their danger and aggravate their evils, the propriety will be conceded of reiterating the declaration, that it becomes every true and loyal patriot of both countries to seize every opportunity of removing or obviating all possible pretexts for difficulty, and of adopting every means tending to prevent misunderstanding and ill-feeling.

When Great Britain yields (as the debates in the British House of Lords of 14th and of 29th of June, 1854, and the proceedings on the Canadian bill clearly indicate, she will ere long with honor and grace and dignity and wisdom, yield) to the irreversible and inexorable fiat of destiny that these colonies are to become free republican States, independent of her, except as the ties of common laws, a common language, and a common origin, and those growing out of their present connexion, and the bonds created by commercial and social intimacy, may render them

dependent upon each other; when with feelings of honest pride we can hail this new star in the constellation of American Republics, the interests and the duty of those who may administer the governmental institutions of both, will prompt the establishment of a system of commercial intercourse between them untrammelled and unshackled by any exaction or any imposition. With such mutual arrangements and by the cultivation of harmony and peace, the two united will be a power paramount on the land and on the sea, at home and abroad, and not only superior to any now existing, but to any recorded in history. It will be the triumph of *American* principles and the establishment of *American* supremacy.

APPENDIX.

Coals in the British possessions in North America.

Pacific country.—In the report of the exploring expedition by Captain Wilkes, United States navy, it is stated that coals of good quality may be found on Vancouver's island, but that the Hudson Bay Company had tried them, and owing to their being taken too near the surface, they did not do well. Indications of coal are found in New Albion, near Fraser's river.

[In Washington and Oregon Territories, on the United States side of the 49th parallel, there is reported to be an abundance of coal. Governor Stevens states there are extensive supplies near Puget's sound.]

Canada.—No discoveries of coal-fields have as yet been made in Upper Canada ("Canada West") to justify the expectation of their being worked. *Andrews's Rep. of 1850, p. 83. Taylor's Statistics of Coal, p. 184. Martin's British Colonies, p. 181. McGregor's Com. Stat., vol. 5, p. 193.*

No. 1, (official.)—Statement of the quantities and values of coals imported into Canada during the years 1850, '51, '52, and '53, distinguishing the countries whence imported, from inspector-general's office, customs department at Quebec, June 12, 1854 :

	1850—Values.		1851—Values.		1852—Values.		1853—Values.	
Great Britain...	£13,833	\$55,339	£24,500	\$98,000	£22,309	\$89,236	£20,050	\$80,200
B. N. A. Colonies	1,247	4,988	870	3,480	1,127	4,508	4,060	16,240
United States...	8,606	34,424	10,765	43,060	13,005	52,020	27,055	108,290
Totals.....	23,686	94,744	36,135	144,540	36,441	155,764	51,165	204,600
Tons imported..	.....	39,790	.....	71,243	.....	72,823	.....	80,053

Prince Edward island.—It is stated to be, "in respect of its geology, apparently a continuation of the great Nova Scotia and New Brunswick coal-field," but no coals have been exported therefrom, nor any mines worked there. *Andrews, (1850.) p. 83. Taylor 205, and Map 208.*

• *Newfoundland.*—Some coals have been found there, but no mines are worked. *Ibid and Martin 161; Andrews's Rep. of 1852, p. 573. McGregor, ib. p. 342,* states that 365 tons were exported to the United States in 1835, 1840, and 1841; but it is presumed these were ballast coals from England.

New Brunswick.—There are extensive coal-fields in the interior of this province. The area is estimated at 6,000 square miles, making with the other provinces 18,000 square miles. *Taylor, Int. p. xv.* The mines in this province are described in *Martin, p. 244,* and *Taylor, p. 186.* The coal mines have not been worked for some years, as the coals proved indifferent and the procuring of them unprofitable. *Asphaltum* is found in large quantities in New Brunswick. The official returns of the exports of coals from New Brunswick, from 1828 to 1838, is as follows: 1828, 66 chaldrons, 1829, 133 chaldrons; 1830, 70 chaldrons; 1831, none; 1832, 3 chaldrons; 1833, 138 chaldrons; 1834, 687 chaldrons; 1835, 504 chaldrons; 1836, 17 chaldrons; 1837,

12 chaldrons; and in 1838, none. *Martin*, p. 244. *Andrews's Report*, 1850, at pages below cited, gives the following accounts from the Colonial returns:

New Brunswick—Exports and Imports.

Exports, 1840, (p. 422,) chaldrons, 786, £1,187—to U. S., £1,045; to colonies, £405.				
Imports, " " " 18,218, 18,715—from " 13; from " 1,566; from G. Britain, £16,836.				
Exports, 1843, (p. 400,) " —to " 1,642; " " " "				
Imports, " " " —from " " " " " "				
Exports, 1845, (p. 430,) " 2,011, 1,774—to " 1,699; to " 105.				
Imports, " " " 20,191, 13,554—from " none; from " 782; " 13,352.				
Exports, 1848, (p. 404,) " —to " 470; " " " "				
Imports, " " " —from " " " " " "				
Exports, 1849, (p. 431,) " 1,312, 750—to " 694; to " 196.				
Imports, " (p. 432,) " 24,438, —from " 611; from " 1,548; " 2,192.				

Statements B, C, D, and E, give the subsequent years from United States returns. A letter dated June 29, 1854, from a highly intelligent colonist, states: "No coals or asphalt went from this province (N. B.) to the United States in 1853, while large quantities of anthracite were imported."

Nova Scotia.—The "General Mining Association," as tenants of the British crown and lessees of the late Duke of York, have a monopoly of all the mines and minerals in this province, including Cape Breton. The lease is for 60 years from 1827, at a rent of £3,000 sterling, equal to £3,333 currency, or \$13,332 per annum. It limits the quantity of coals to be raised to 20,000 New Castle chaldrons, unless a tax or "royalty" of 2s. currency is paid for all over that quantity. In 1845 the limit was extended to 26,000 New Castle chaldrons, or 52,000 London chaldrons; equal to 65,000 tons, or thereabouts. The capital of the company is £400,000 sterling, or \$1,936,000; and the association owns 14,000 acres of land.

The "Albion" mines, near Pictou; the Sydney; the Bridgeport, and Bras D'or mines, on Cape Breton, and the Cumberland, ("Joggins,") near the head of the Bay of Fundy, are all that have as yet been worked. The product of the latter is very small, and the "Joggins" coals are also said to be indifferent, though some years since anticipations were entertained of their being valuable. In *Andrews's report* of 1850, p. 95, is a detailed statement of the *Albion* and *Sydney* mines from 1840 to 1848, inclusive, (and coals large and small, and siftings, are included,) and it appears that, in the nine years stated, they both raised but 427,680 chaldrons, or about 535,000 tons; making an average of but about 50,444 tons raised per annum. At page 96, same book, is a like detailed abstract for 1849 of each one of all the five mines. It gives the following quantities in *chaldrons*:

	Raised.	Exported to U. S.	To Colonies.	Home consumption.
Cumberland, Joggins.....	922 chal	201 chal.	666 chal.	54 chal.
Albion, Pictou.....	32,323 "	27,961 "	1,265 "	3,097 "
Sydney.....	26,482 "	6,665 "	7,376 "	12,456 "
Bridgeport.....	16 "			16 "
Bras D'or.....	200 "			20 "
Total chaldrons	59,944 "	34,813 "	9,307 "	15,823 "
Total tons	74,930 "	48,515 "	11,384 "	19,880 "

Statements of the *product* of these mines, other than the above, for different years anterior to 1849, and of the amount of "royalty" paid for coals raised, and the *exports* from and imports into Nova Scotia and Cape Breton prior to said year, both Colonial and of the United States, are to be found in the following authorities: *Martin*, pp. 230, 233, 234. *Taylor*, 199, 200. *McGregor*, 296. *Andrews's Report* of 1850, pp. 96, 97, 98, 348, 356, 362, 370 *et passim*. And all the data show that the total production of all those mines in no one year, prior to 1849, exceeded 200,000 tons, and the highest *export* to the United States of coals from them was in 1848, being 153,122 tons.

No official account of the entire *product* of these mines since 1849 is had; but the statements of the exports from Nova Scotia and Cape Breton of coals since that year, when compared with the product in 1849, above given, as to the *proportion* exported, and that retained for home consumption, (less than 29 per cent. of the whole, and less than 50 per cent. of the exports to the United States,) will enable an estimate to be made of the annual product that will not be out of the way. The following statements are therefore given of the Colonial accounts of the exports of coals to the United States from Nova Scotia, &c., being taken from Andrews's report of 1852, at the pages cited:

The exports of coals from Great Britain and Ireland, to all countries, as stated in the British accounts, are as follows:

Years.	Tons.	Value.	Value.
1840	1,606,080	£576,000	\$2,787,840
1845	2,531,282	973,635	4,711,393
1850	3,351,888	1,284,224	6,185,642
1851	3,468,515	1,302,473	6,303,669
1852	3,636,621	1,359,685	6,580,875

Exports from Nova Scotia of coals to the United States, (colonial returns,) from Andrew's Report of 1852.

Years, &c.	Chaldrons.	Tons.
1849 (p. 565)	69,625	87,036
1850 (p. 565)	71,472	89,475
1852 (p. 557)	47,375	59,225

In 1852, according to Governor Sir G. Le Marchand's official report of the province to the Duke of Newcastle, before referred to, the whole quantity exported was 112,559 tons—value, £56,907. c. c., equal to \$227,626; and the value of the coals exported to the United States was £38,781 c. c., equal to \$155,124; and to the British North American Colonies, £16,925 c. c., equal to \$67,770; and to the British West Indies, £431 c. c., equal to \$1,724; and all other places, £769 c. c., equal to \$3,076.

A letter from E. Cunard, esq., dated July 5, 1854, gives the following statement of exports to the United States of all *kinds of coal*:

1851—From Pictou, 41,828 chaldrons; Sydney, 8,486 chaldrons—total, 50,314 chaldrons.
1852—From Pictou, 55,952 chaldrons; Sydney, 8,540 chaldrons—total, 64,492 chaldrons.
1853—From Pictou, 72,838 chaldrons; Sydney, 8,153 chaldrons—total, 80,991 chaldrons.

The following is from the United States treasury accounts of *imports* of coals into the United States from Great Britain and Ireland, and from the B. N. A. Colonies, from 1843 to 1849 inclusive. The four years since are given in detail in statement C, ante, page 4:

Years.	Great Britain and Ireland.		British N. A. Colonies.	
	Tons.	Value.	Tons.	Value.
1843.....	27,132	\$83,918	13,185	\$28,734
1844.....	34,883	116,578	51,196	115,906
1845.....	27,294	99,718	52,207	122,975
1846.....	59,384	176,596	95,230	195,452
1847.....	55,106	174,959	92,180	194,173
1848.....	42,358	145,789	153,122	312,294
1849.....	65,148	160,312	93,256	245,840

And the account of the exports from the other colonies into *Canada* of coals for 1850, '51, '52, and '53, (No. 1, below,) shows that the entire value of all the colonial coals sent to Canada in these years was but £7,303 c. c., or \$29,212.

Imports of coal from B. N. A. colonies into U. S.—from U. S. returns.

Years.	Into United States.		Into Boston.		Into New York.		Into Philadelphia.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.
1850.....	98,256	\$188,784	55,730	\$105,291	12,909	\$26,434	2,488	\$4,541
1851.....	116,960	221,681	51,615	96,134	12,033	25,463	2,148	3,935
1852.....	87,512	161,764	68,713	120,037	6,943	14,718	7,292	13,314
1853.....	120,764	212,847	69,843	156,623	11,419	24,672	8,296	13,619

Statement of the principal coal countries of Europe and North America; the area, in square miles, of known coal-fields in each; and the estimated production and exports of each in 1854.

Countries.	Area in sq. miles.	Production in tons.	Exports in tons.
Gt. Britain, Ireland, and British Isles	1,160	42,000,000	4,000,000
Belgium.....	550	6,500,000	2,000,000
France.....	1,720	5,000,000	100,000
Prussia and Prussian States.....	600	4,500,000	1,000,000
Russia.....	Unkno'n	1,300,000	None.
Austrian States.....	400	1,200,000	400,000
Spain.....	3,410	500,000	100,000
British North American Colonies..	13,000	200,000	140,000
United States.....	163,157	9,142,000	80,000

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14 chaldrons.
92 chaldrons.
91 chaldrons.

of imports
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The four

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Value.

\$28,734
115,906
122,975
195,452
194,173
312,294
245,840

Canada of
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Philadelphia.

	Value.
98	\$4,541
18	3,995
92	13,314
96	13,619

America ;
estimated

Exports in
tons.

1,000,000
2,000,000
100,000
1,000,000
None.
400,000
100,000
140,000
80,000

These figures are, of course, mere estimates, based upon supposed increase of supposed product and exports of past years. The areas are taken from geological works of authority.

The increase of the export of coals from the United States to Canada has been regular and steady since it first commenced, about fifteen years ago. It has now increased to upwards of 13,000 tons annually.

The statements referred to at page 2, as being in this appendix, as to prices of freights for coals between different ports, and as to prices of different coals at different places, are omitted for want of *precise* and *authentic* data in time to compile the same. From Pictou to Boston, \$3 50 per chaldron of 36 bushels is now ordinarily charged for freight; but freights and prices vary according to demand for vessels and for coals. (See Taylor, pp. 203 and 204, &c., as to prices of different coals, and relative value, &c.) So, inland transportation by railroads and canals, from collieries to the Atlantic ports, varies according to demand for coals; and, in fact, the cost of transportation pretty much regulates and controls the prices of coals. The coal interests, and those of the *consumers*, are generally subordinate to the railroad and canal interests in this respect, and with injurious effect. The statements as to the character and qualities of the different coals are omitted, because of the difficulty of condensing them so as to be satisfactory. (See Taylor, p. 193, &c., and Professor Walter R. Johnson's Report to the Secretary of the Navy in 1843, Senate Document No. 386, 1st session 28th Congress, on this subject.)

The increase of coals in Pennsylvania since 1819 has been from 365 tons that year, of *anthracite* coals, to 5,600,000 tons in 1854. A statement of the quantity of *anthracite* coals raised in that State from 1819, has been erroneously published, by Mr. McGregor and others, as being of the entire quantity of coals raised in the United States. *It is of the anthracite coal raised in Pennsylvania alone.* The accounts of semi-bituminous and bituminous coals raised in Pennsylvania cannot be accurately obtained. At Pittsburg in 1853, it is ascertained, there were 22,305,000 bushels consumed, and 14,403,921 bushels were sent from the market of that city elsewhere; making 36,708,921 bushels, at 28 bushels per ton, equal to 1,311,033 tons, at that point alone. (*Statement of A. Cummings, esq., to Hon. J. Robbins, of Pa.*)

* All the quantities of coal raised in 1850 that were given (except Pennsylvania, which was not given, but have been estimated on the basis of \$2 per ton for some, and \$2 per ton for others. New Hampshire, North Carolina, and Tennessee, it will be seen, are quantified in 1850. It is believed that they have been reduced to less than one-fifth of the true quantity, is quite manifest from the commercial returns published from time to time. A tabular statement of the product of Pennsylvania *alone*, from 1821 to 1853, and of *anthracite* coal merely, gives the quantity for 1850 as 3,356,899 tons. It gives the quantity for 1853 of *anthracite* coal produced in Pennsylvania as 5,195,151 tons. The Pennsylvania *semi-bituminous* and *bituminous* coals probably exceeded 600,000 tons in 1854. *Vide Report of Philadelphia and Reading Railroad Company, January 9, 1854, p. 52.* The *Miners' Magazine* (No. 4, vol. 2, June, 1854, p. 639,) makes the *anthracite* for Pennsylvania 5,676,142, being 93,907 less than stated in June, 1854, p. 657, showing this is not one-ninth of the capital invested in 1854. See *Miners' Magazine*, No. 5, vol. 1, June, 1854, and J. W. Alexander's tables and reports to the Baltimore city council. See, also, *Mining Magazine*, p. 639, No. 4, vol. 2, June, 1854, p. 657. See also, *Miners' Magazine*, pp. 53, 54, *Hunt's Merchant's Magazine*, No. 4, vol. 30, April, 1854, p. 516. See also, *Miners' Magazine*, No. 4, vol. 2, June, 1854, p. 639, No. 1, January, 1854.

† See *Standing of the State*, Vermont, Massachusetts, Connecticut, New York, New Jersey, Delaware, South Carolina, Georgia, Florida, Mississippi, Louisiana, Texas, Michigan, and Wisconsin, are all omitted in all of said accounts. California, Minnesota, New Mexico, Oregon, Utah, Kansas, and Nebraska were not included for obvious reasons; but some of the States named as omitted, it is believed, produced coals in 1840, and in 1850 also; and several of the States omitted have large coal fields.

‡ This quantity reduced to tons, at 28 bushels per ton, which, added to 883,499 of *anthracite*, makes 1,909,313 tons raised in the United States in 1840 of all kinds.

§ The quantity raised in the coal fields of Pennsylvania is 12,000,824 tons, which, added to 995,824 tons, (see *Miners' Magazine*, No. 4, vol. 2, June, 1854, p. 652,) and Georgia, whose area of coal fields is 159 square miles, are more than sufficient to supply the demand of the United States.

** Michigan, the area of the coal fields whereof is 12,000,824 tons, (see *Miners' Magazine*, No. 4, vol. 2, June, 1854, p. 645, citing from *Pottsville Mining Journal*, estimating necessary increase for 1854 over 1853 at 683,000 tons. The *Baltimore Sun*, July 17, states the increase of 1854 over 1853, up to that date, for Pennsylvania *anthracite* alone, was 350,569 tons.

See Mining Magazine, p. 23, 1854, for a list of the States named. The States of Maine, New Hampshire, Massachusetts, Connecticut, New York, New Jersey, Delaware, South Carolina, Georgia, Florida, Mississippi, Louisiana, Texas, Michigan, and Wisconsin, are all omitted in the said accounts. California, Minnesota, and several of the States omitted have large coal fields.

The quantity reduced to tons, at 28 bushels per ton = 955,824 tons, which, added to 863,439 of anthracite, makes 1,819,313 tons raised in the United States in 1840 of all kinds.

** Michigan, the area of the coal fields whereof is 12,000 square miles, (see Miners' Magazine, No. 4, vol. 2, June, 1854, p. 692,) and Georgia, whose area of coal fields is 150 square miles, are not included. See No. 5, vol. 30, Hunt's Merchants' Magazine, 1854, p. 645, citing from Pottsville Mining Journal, estimating necessary increase for 1854 over 1853 at 632,000 tons. The Editor more than July 17 states the increase of 1854 over 1853, up to that date, of Pennsylvania anthracite alone, was 380,459 tons.